DA PAMPHLET 38-750

NEW

RTMENT OF

TM 38-750

ARMY TECHNICAL MANUAL

ARMY EQUIPMENT RECORD SYSTEM

HEADQUARTERS, DEPARTMENT OF THE ARMY

HEADQUARTERS, DEPARTMENT OF THE ARMY
WASHINGTON 25, D.C. • OCTOBER 1962

A Message from the Chief of Staff—

UNITED STATES ARMY
THE CHIEF OF STAFF

Dear Mr. Kidd:

Materiel readiness is one of the most important responsibilities held by any individual -- operator or commander. This task has grown as the amount of materiel in the hands of troops has grown, and the difficulties have increased as the complexity of equipment increased.

"How do we stand?"

"Are we ready?"

"Can we fight?"

These are all questions that are answered in great part by the condition of our materiel; and to get these answers - quickly, easily, and more accurately on all types of materiel, the Army has developed a new equipment record system. This system has been engineered to promote constant materiel readiness, to help in performing preventive maintenance, and to provide commanders with on-the-spot, up-to-date information on the readiness of their equipment. This system has been thoroughly coordinated, tested and evaluated. However, the effectiveness of this or any other system is largely dependent upon the way each operator, maintenance man, and commander understands and follows the system, and, in turn, by the way they are helped and supervised by their commanders.

I know that the Army's "users" will find this issue of PS a most valuable aid in understanding the system and why it MUST and CAN work.

The past contributions made by PS Magazine toward improving maintenance of Army equipment are most commendable, and I encourage the use of this issue on the new equipment record system as a reference for use at all levels.

Sincerely,

G. H. DECKER
General, United States Army
Chief of Staff

Mr. James R. Kidd
Editor
PS Magazine

ARTICLE

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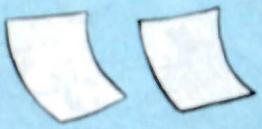
THE PLAN —  — *Get acquainted with the system and how it works* — **6**

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10 October 1962

This pamphlet, a reprint of Issue No. 115, 1962 series, of PS, The Preventive Maintenance Monthly, is published for the information and guidance of all concerned.

By Order of the Secretary of the Army:

EARLE G. WHEELER,
General, United States Army,
Chief of Staff.

Official:

J. C. LAMBERT,
Major General, United States Army,
The Adjutant General.

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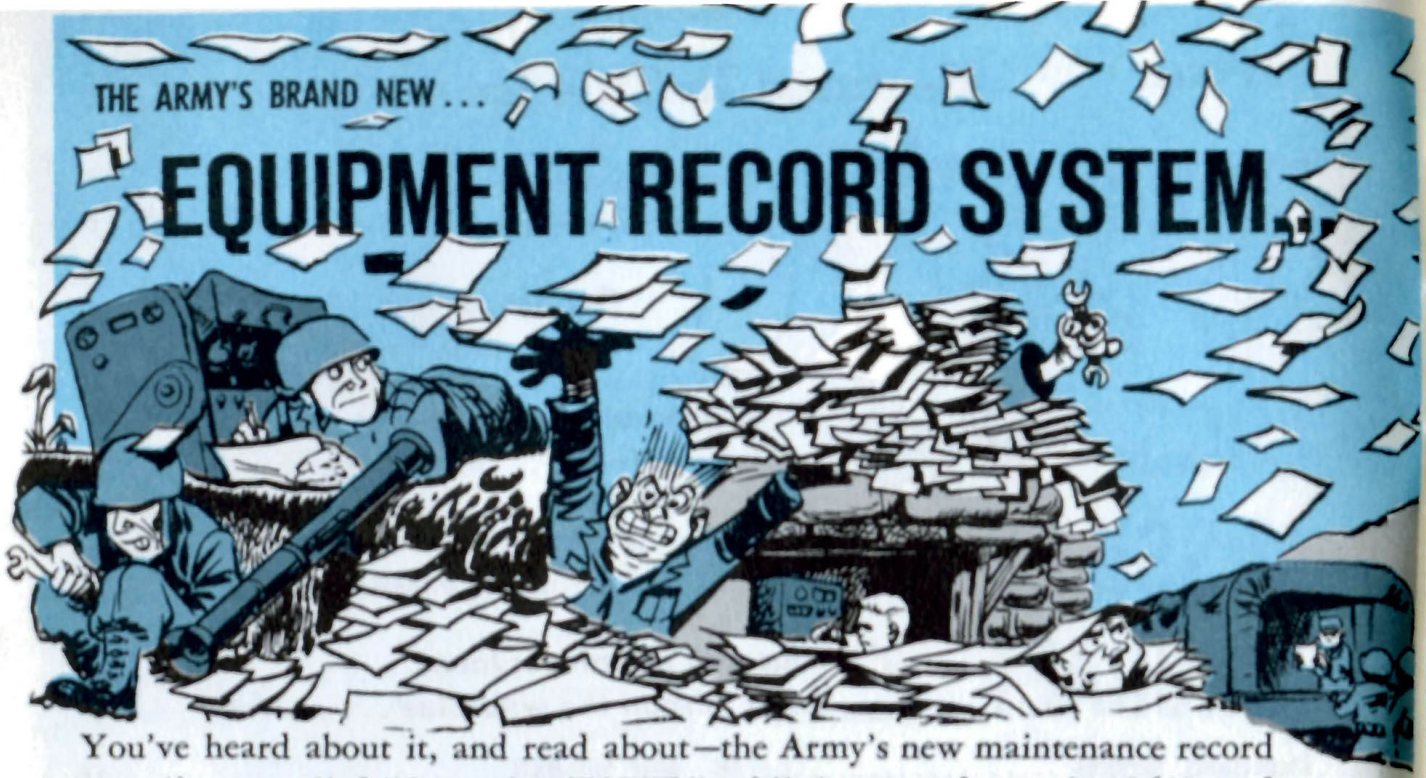
THE ARMY'S BRAND NEW . . .

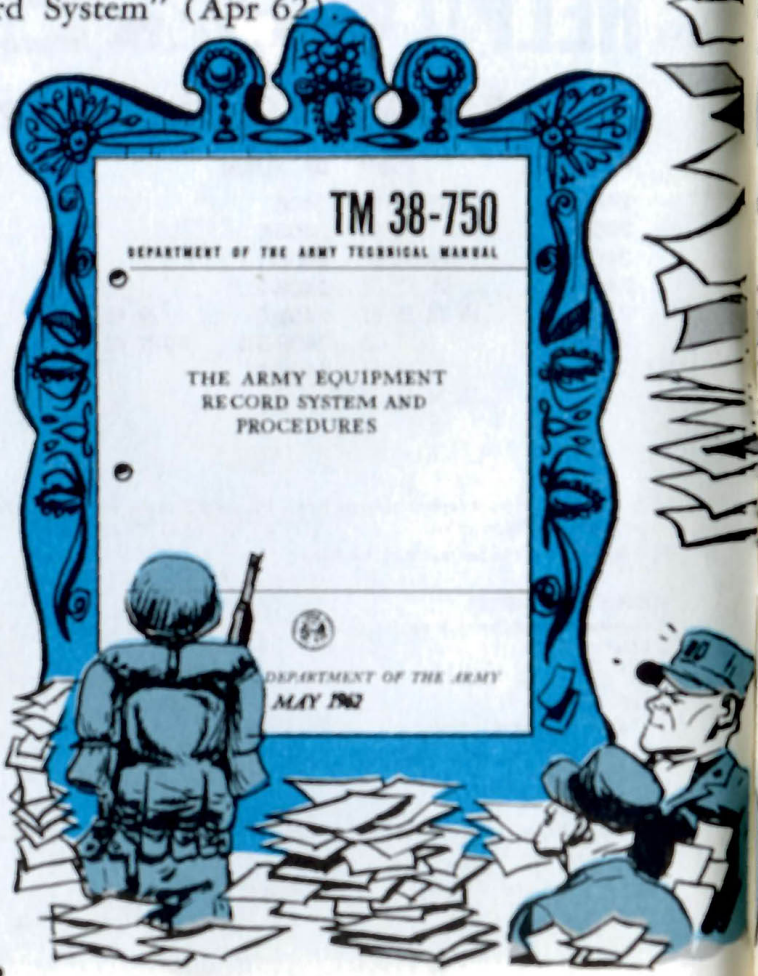
EQUIPMENT RECORD SYSTEM . . .



You've heard about it, and read about—the Army's new maintenance record system (it was called "Operation TAPER" while it was under test in 1961), and any day now you'll be meeting it face-to-face. It's covered by Change 2 to AR 750-5, "Maintenance of Supplies and Equipment" (Apr 62). And, it's being set up world-wide per the schedule in DA Circular 700-15, "Instructions for Implementation of the New Equipment Record System" (Apr 62).

Since it's to be your new maintenance-way of life, here's your chance to stand back a little ways and take a thoughtful look at how this important change stacks up.

Its official name is "Army Equipment Record System and Procedures." It applies to **all** categories of Army equipment (trucks, tanks, bulldozers, generators, flamethrowers, artillery, aircraft, guided missiles, x-ray machines, materiel handling equipment.



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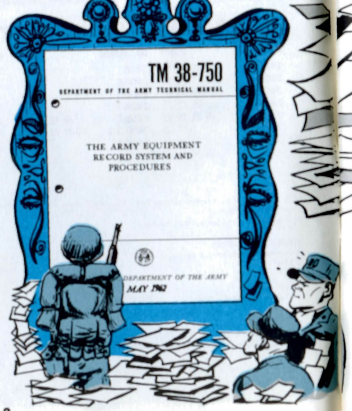
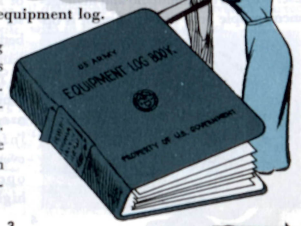


AND PROCEDURES ...

In case you don't take too kindly to changes, it might help you to get started off on the right foot if you realize that the new system consolidates many directives and whacks off a bunch of forms. This should make your job easier and simpler and gives management info to commanders all up the line.

The new method is based on an equipment log.

A piece of equipment will get its log at the very beginning—when the item's brought into the Army supply system. From then on the log remains a permanent and vital part of the equipment. It'll contain the equipment's complete maintenance and service history—from its acceptance into the Army to its retirement.



MORE

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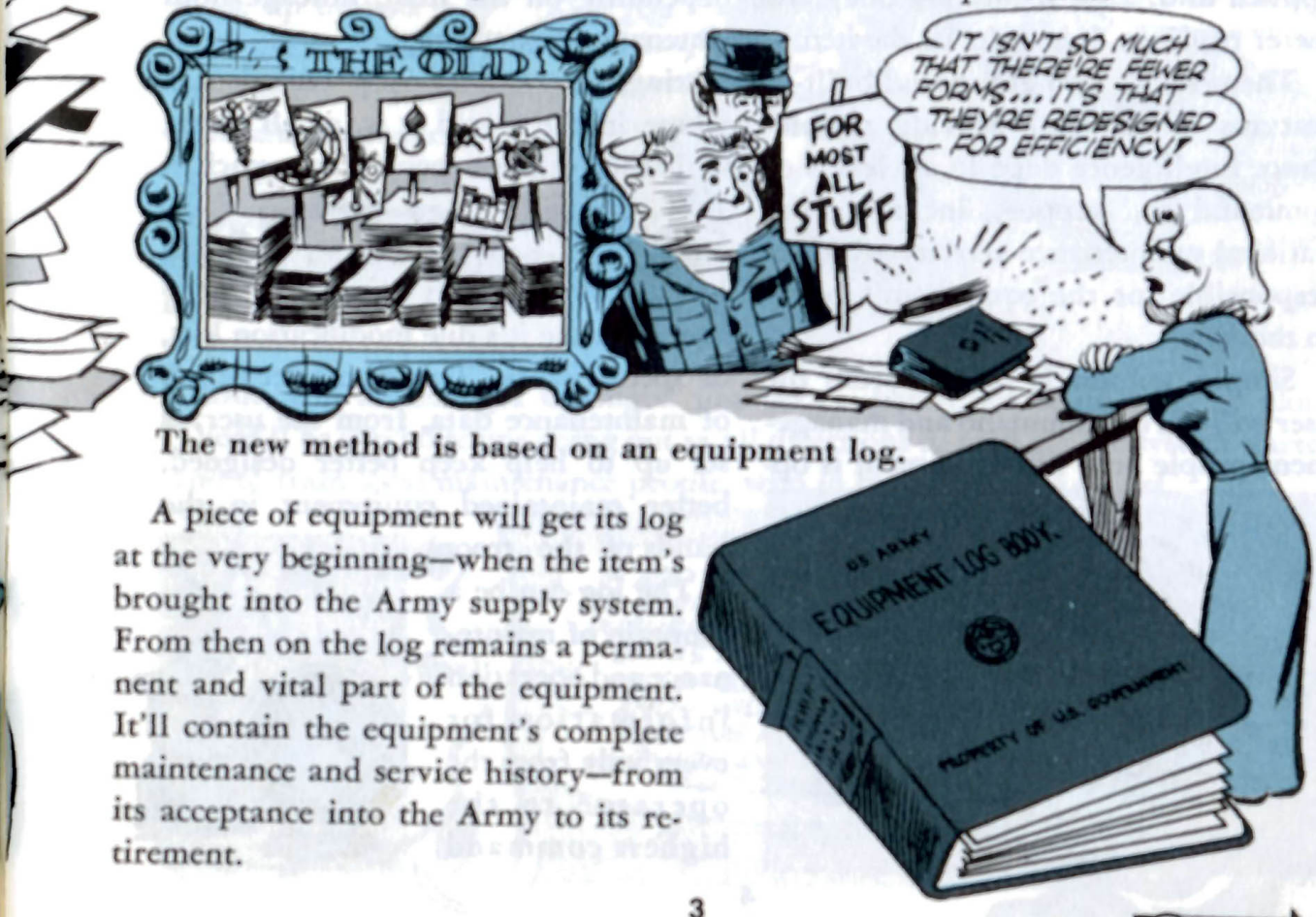

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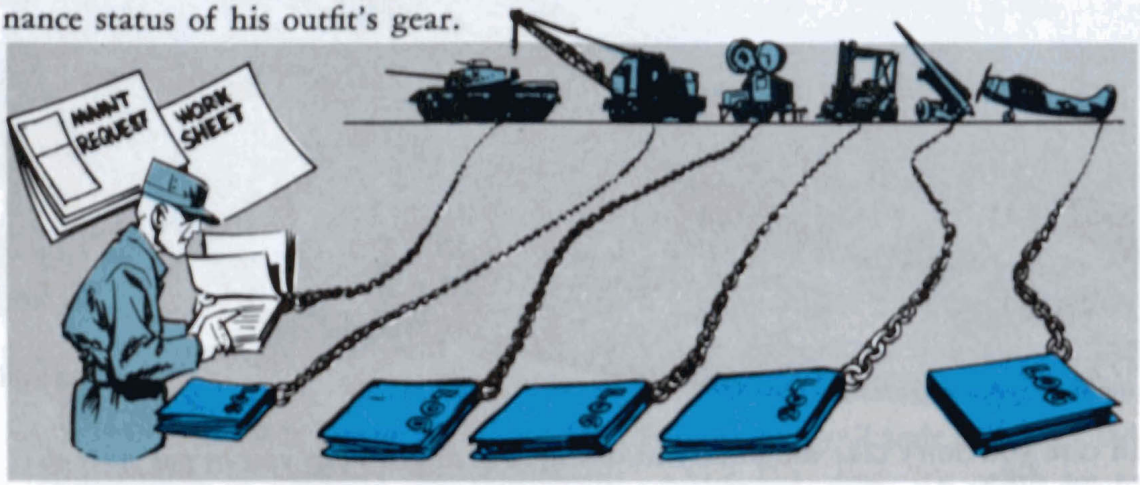
PS MORE

The log along with an inspection worksheet, and a maintenance request, are the key items in the system.

The whole business is aimed at creating a **standard, simple, efficient** and **effective** maintenance record system for all Army equipment . . . with a minimum amount of pencil pushing and forms chasing for you, the user.

The log supported by the worksheet for example, is designed to give the Old Man (and anybody else concerned) accurate, on-the-spot info on the maintenance status of his outfit's gear.



The book can give him not only the daily condition of an item, but also its past maintenance and service history, MWO info (which MWO's have been applied **and**, also, if any are due), and depending on the item, mileage/hour meter readings, lube info, or the item's maintenance money story.

The system's also got special built-in features which will provide maintenance intelligence dope to all levels of command and support, including the national maintenance activity which is responsible for the equipment's being in the Army.

Simple, automatic reports from the user will tell the command and management people how the equipment is operating, its combat-ready record, and where in the world it is, at all times, so higher echelon people can reach it

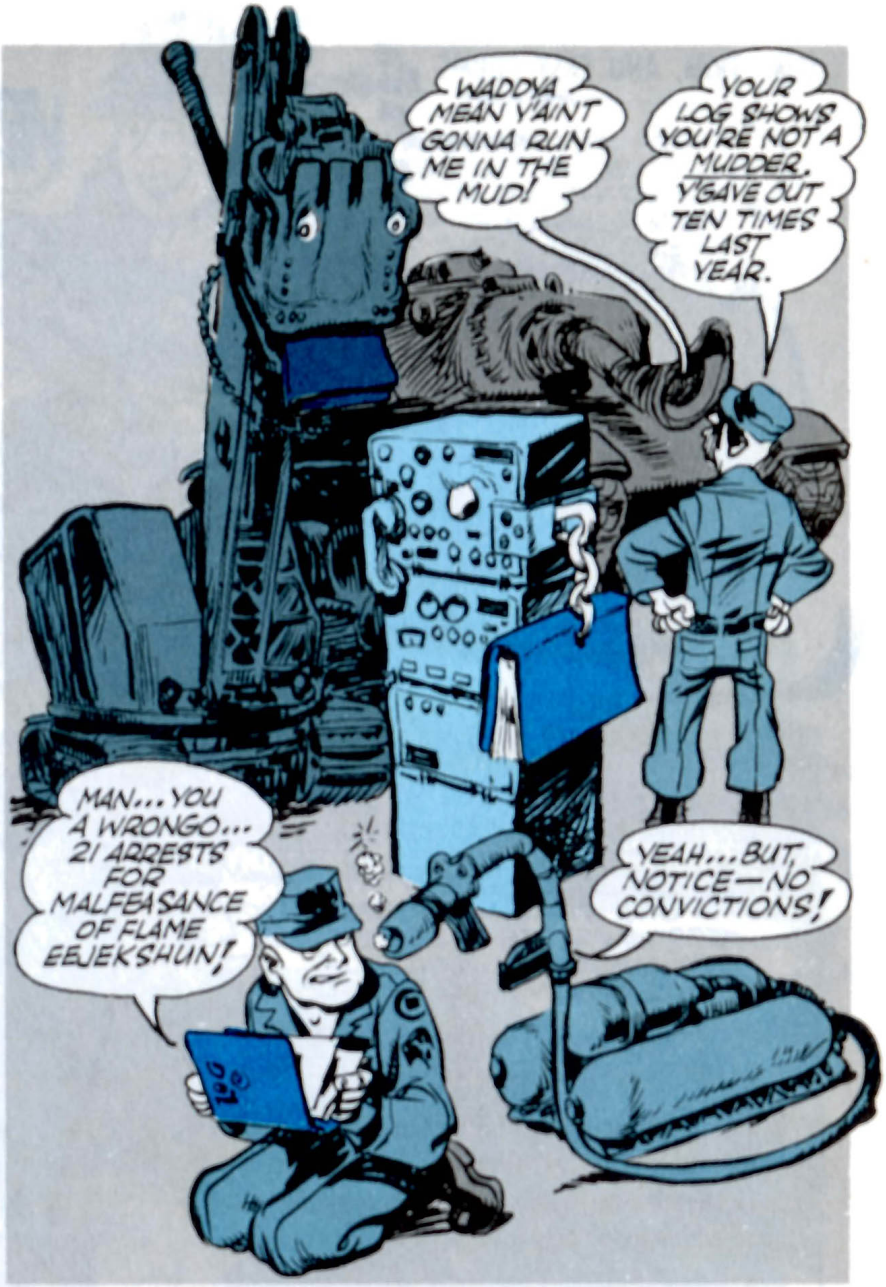
fast any time it's due modification kits, or special work. This direct feed-back of maintenance data, from the user, is set up to help keep better designed, better maintained equipment in the hands of the troops.

The log can be a fountain of maintenance and operation information for everybody from the operator to the highest command

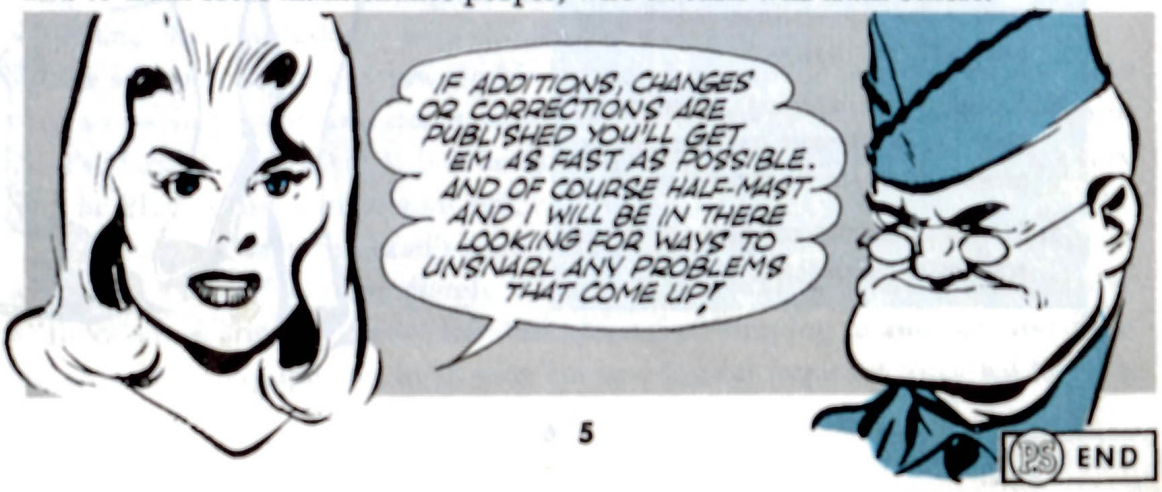
level...you can see why the penalty for so much as misplacing a log book will come high...about neck-high as a matter of fact.

The change-over to the new system is scheduled at different times in different areas, but the switch-over is due to be completed by 31 Dec 1962.

The logs for the equipment now in the field (in case you've been wondering) will be made up by you — the user. You'll need to transfer the needed maintenance info from the old records to the log and the control forms.



But, you needn't get unhinged just yet . . . you'll not be doing it all alone. There'll be special teams going out in all directions to help get the system started, and to train local maintenance people, who in turn will train others.



SLIM, TRIM, AND EASY FORMS

THE BEAUTY

1. A single equipment log record (per item), used at all echelons of maintenance, contains the equipment's complete maintenance and service history.
2. Compact, easy to use maintenance and operation records.
3. Better operation-and-maintenance management-controls for everyone, including the using unit command.
4. A simple, direct reporting system which'll flash user-maintenance and operation experience directly to the national agency.
5. A common maintenance language for all echelons of maintenance.

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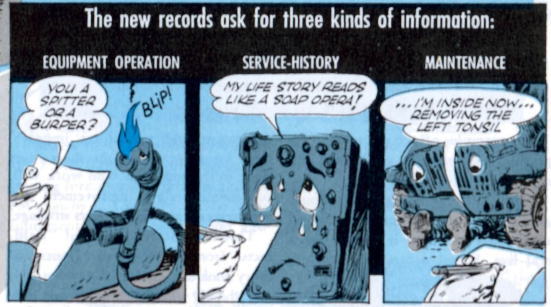
Also, the operators and the maintenance people (at all levels) will now work closer with, and right from, the TM's, LO's, and other equipment publications.

The new records ask for three kinds of information:



But, these forms are a bit particular about the kind of stuff they collect . . . you'll find that they ask for only certain essential facts and figures.

Like so—the operator'll now do his before, during and after operation checks with a new inspection and maintenance worksheet (on which is noted the equipment's latest TM, LO, etc.), but he doesn't have to make a check mark every time he kicks a tire or flips a switch.

As a matter of fact, he doesn't start writing until he finds something wrong . . . which he can't correct immediately. Also, he'll pull his PM checks by the TM, but he'll do 'em in a more orderly fashion—instead of jumping in and out, and chasing around the equipment, he'll take 'em in a logical sequence as called for in a

25 MORE

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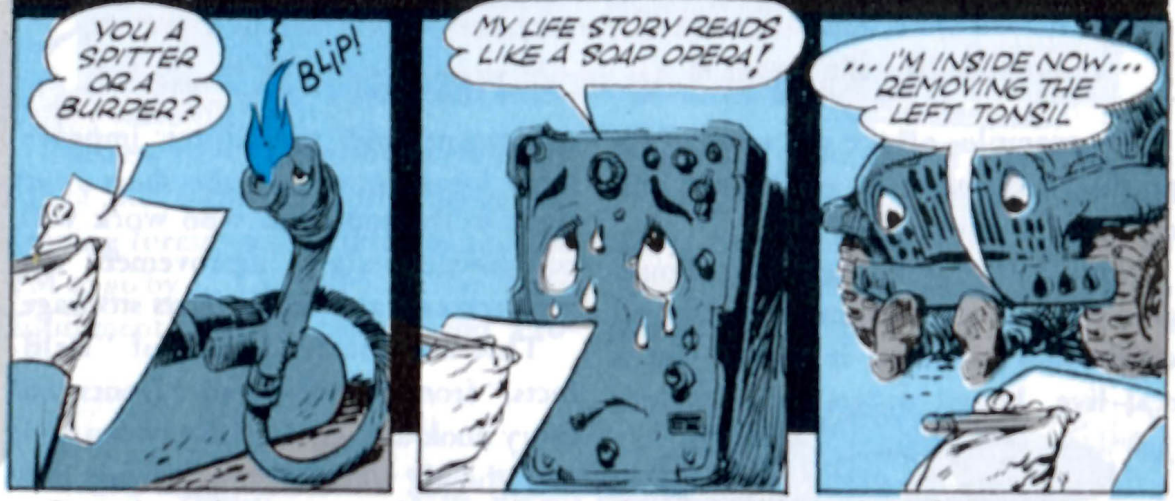

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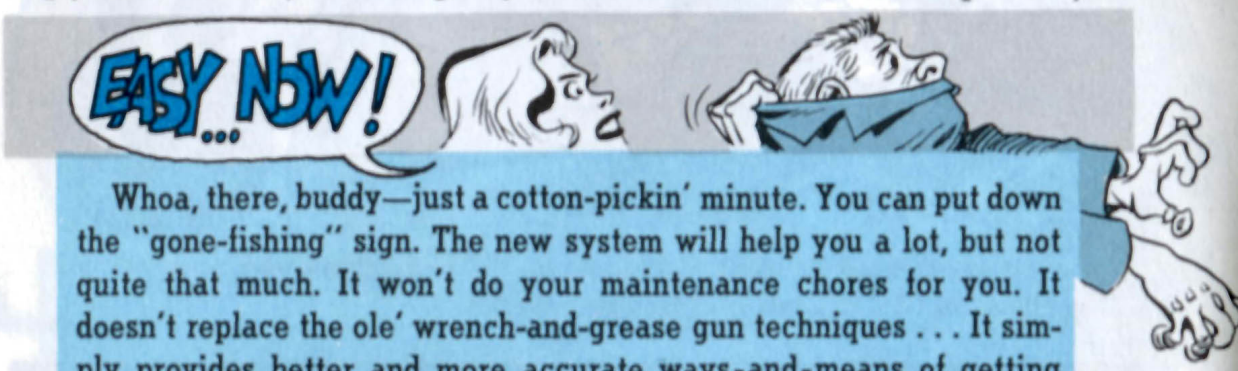
MORE

check-list in the equipment's maintenance manual. The check-list inspection plan helps him do his work with less back-breaking, back-tracking sweat.

At the end of the day he records equipment operation and service info in the equipment log—hours and/or miles it operated, fuel and lube it used, and if it ended the day in good running order.

The big idea behind the whole works is to fix it so there's less paperwork and less thumbing through regulations, for you in the combat outfits. It's aimed to help you do a better job... and give you more time to tend to other important jobs.



Whoa, there, buddy—just a cotton-pickin' minute. You can put down the "gone-fishing" sign. The new system will help you a lot, but not quite that much. It won't do your maintenance chores for you. It doesn't replace the ole' wrench-and-grease gun techniques . . . It simply provides better and more accurate ways-and-means of getting your job done.

What's more, friend, like with any new, important, big step forward . . . it'll take some patience, know-how, and above all a good measure of honest effort and teamwork—by everyone—to get the new system to produce like it's meant to.

For example—all the old ways of reporting unsatisfactory equipment and repair parts failures are out.

Now, you've got a deal that should give you real chest-thumpin' pride and satisfaction . . . 'cause it makes you a real-live, honest-to-goodness partner

with the management people all the way up the logistics ladder. It's organized to reduce red-tape, by-pass pigeon holes, and break bottle-necks.

Your reports (on equipment and repair parts failures and defects, and your equipment and procedures improvement ideas) now take the short route right to the top brass who work with equipment design, improvement and replacement, and repair parts stockage.

This routine feed-back of "field-facts," from all maintenance fronts, and every nook-and-cranny in between, will help the big wheels size-up exactly how all equipment behaves, or mis-behaves, under actual field use . . . and, will have a whale of a lot to do with what they decide to do about which items. You, the user, the guy who lives with, and knows the equipment best, get a better chance to call the shots exactly as you see them.

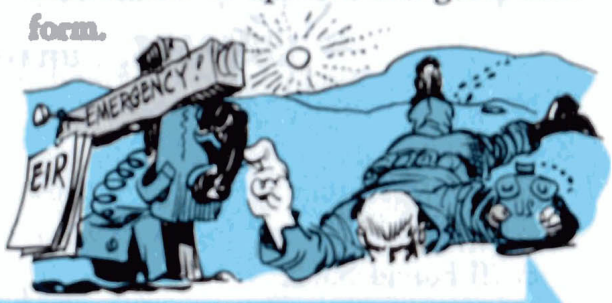
The new way is called "Equipment Improvement Recommendation" (EIR).

This report'll be made out on the system's standard, maintenance request form. And, this EIR procedure will be used for making reports on all categories of Army equipment. (The standard maintenance request form—a color-coded five-copy form, with carbon inserts—can be made out in pencil or pen by the user and at the collecting point it can be handled manually, or its info lifted and prepared for handling by electronic data processing machines).

It's a simple form, easy to fill out, and, the user doesn't even have to decide **where each copy goes—each page of the form is already ear-marked for distribution to the right places.**

An EIR will go in anytime any part of your equipment is unsatisfactory or defective, acts peculiar, or when it needs anything more than normal maintenance.

It can be submitted by anyone at any echelon of maintenance . . . and it goes directly to the agency responsible for collecting maintenance history on the item concerned. When you have a real hot, must-go, EIR, you can even send it in by priority TWX, or phone it in, and then follow it up with a regular EIR form.



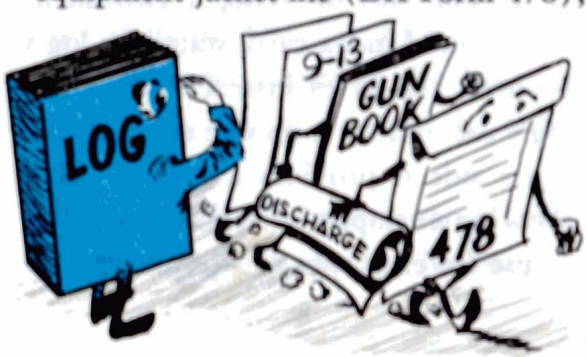
For the fine points on working up an EIR see page 27

THE SIMPLICITY OF THE PLAN

The new records system dumps **a bagful** of old forms and procedures (on keeping forms) and hands you a single TM to go by . . . TM 38-750, "The Army Equipment Record System and Procedures." **It's** a loose-leaf type TM, and it tells you how to make up and maintain a log record, and how to use its companion maintenance and operation forms, on any item.

THE EQUIPMENT LOG

The equipment log replaces the old equipment jacket file (DA Form 478), and other "on equipment records," including the old gun books, DA Form 9-13 and DA Form 9-13-1.



An equipment log will be the mandatory record for all equipment (listed in Appendix II of TM 38-750) and, it'll be a permanent part of the equipment it covers. It'll also be kept with, or easily available to the equipment at all times.

MORE

The log's main job is to provide quick, complete and accurate information on maintenance status of an item. Since it'll also contain an item's lifetime "health record," it will also provide important management guidance, and, like any other health record, the more it's used, the more important it'll become, and the harder it'll be to replace. And, this is where you have to come in good and clear—the stuff you record on the equipment log forms must be exact and legible . . . and, also, **anytime an equipment log is in your hands you're responsible for its safety.**

COMPACT, PORTABLE...VALUABLE

Here's what an equipment log record is all about . . .

You'll have either a regular log **book** record, or a single **card** log record, or a small bound book.

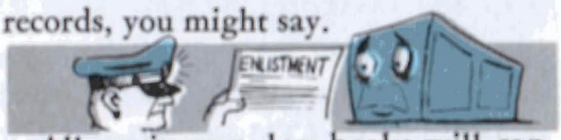
The log book record is an assembly of DA numbered forms. They're "card-type" forms, and they're sturdy 6½" x 9½", have easy calling names, and come prepunched and ready to insert in a **3-ring, loose-leaf, plastic binder.**

The log forms are numbered in sequence, and they're also color-coded for each echelon of maintenance.

Its white cards are for 1st and 2nd echelon use.

The blue ones are for recording 3rd, 4th and 5th echelon work.

There are some salmon colored forms which are the equipment's Army birth certificate . . . or, its original enlistment records, you might say.



All equipment log books will contain certain standard forms. Their other inserts, however, will depend on the kind of equipment they cover.

For example, a general purpose log book (which will be used by most equipment) won't need the special forms designed for aircraft. And, equipment log books for artillery pieces will use a weapon record data form which won't be needed in logs for equipment without weapons.

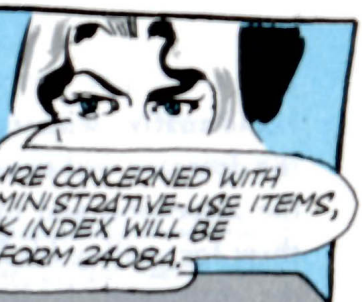
Likewise, logs for administrative-use equipment assigned to a motor pool (including material handling equipment and repairs and utilities equipment) will use insert forms which won't be needed in logs for tactical type equipment.

But putting an equipment log book together for any item is easy as pie.

All you have to do is follow Appendix II to TM 38-750. Also, a two-sided, buff-colored index card, states the log's business and gives instructions on the log's use and care, on one side. On the other side it provides a helpful chart showing examples of which log forms to use for each type of equipment.

DA FORMS 2408 & 2408A

One equipment log book index is DA Form 2408. It covers forms for just about all kinds of equipment . . .except aircraft and administrative-use items.



THE BINDER

The plastic log binder, itself, carries the name "U.S. Army Equipment Log Book," and it comes under FSN 7510-889-3494 (QM).

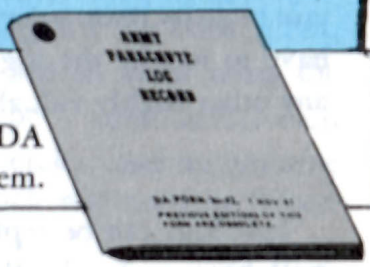
SINGLE CARD LOG

The single card log, DA Form 2409, is called an Equipment Maintenance Log (Consolidated).

It's to be used by itself, as a complete log for the less complicated equipment (like the average trailer, a smoke generator, medical equipment, etc.), and also as a card insert in the log book, to record the service-history of separate components installed on a major item . . . like equipment mounted on a trailer van, or a bulldozer on a tank.

CHUTE LOG

Oh, yes—there's also the Army Parachute Log Record, DA Form 10-42, that'll continue to be used with the new system.



LOG TALK

Anything of importance (operation or maintenance-wise) which happens to a piece of equipment (at any echelon) will be carefully noted in the proper place in its log.

Although the average equipment log book may have ten or more forms (for most items), normally, when the equipment is in use or in the shop the unit'll make daily entries in only two or three forms at most. And, the unit'll never fool with some forms in the log . . . they're strictly for the use of the support units.

Most of the forms become permanent records and stay in the log for keeps, but some get tossed out after their information's been condensed, totaled and transferred to a fresh form.

Other forms get mailed regularly to keep the responsible national agency up-to-date on the maintenance and operational needs of specific items.

When an item goes in for rebuild or a complete over-haul job, of course, depot will pull all the item's lower echelon operational and maintenance records, and then the re-worked item will start out again with a fresh pack of those forms. NOTE: **Historical** records —MWO, acceptance and proof records, etc., stay with an item for keeps—they're not removed till the item's retired).

HANDLING THE LOGS

Normally, with tactical equipment, the operator will be issued the log (and the inspection and maintenance worksheet for pulling his PM checks), when the equipment is dispatched. The log will serve as the operator's authority for using the equipment, and he **must** return it (and the worksheet) properly filled out—to the dispatcher or supervisor, when his job's done.

Logs for material handling equipment or repairs and utilities items and administrative-use vehicles may be kept in the motor pool when the equipment is being operated.

The logs for Army aircraft are split . . . operational records go with the aircraft at all times . . . maintenance records stay in the maintenance shops.

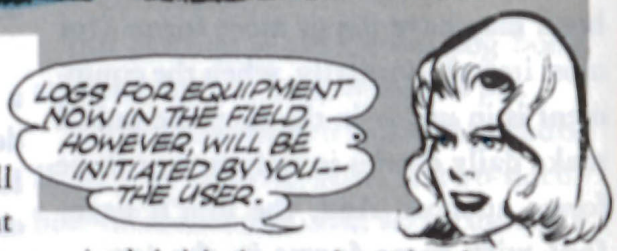
Logs will collect a bundle of important info, and in some cases may even contain security data, so operators and maintenance people (and everyone else) will have to handle the logs with great respect at all times, and safeguard 'em like any other highly valuable document.

LOST LOGS

Lost logs can be replaced, but first, more than likely, the log-less equipment will have to be deadlined for a complete inspection . . . and, then there'll be the usual grind of search, inquiries, daily bulletin notices, etc., which are SOP when any critical item disappears, and disciplinary actions hangs over-head.

FOR NOW AND LATER...

Once the system gets rolling full steam, logs will be OEM (on equipment material) for equipment that gets 'em. They'll be made up at the factory before the item's delivered. These logs will come with the equipment identification space and the historical records filled out.



And initiating a log simply means switching the current maintenance history from the old records to the appropriate log form. Any uncorrected deficiencies will have to be lifted to the new inspection and maintenance worksheet.

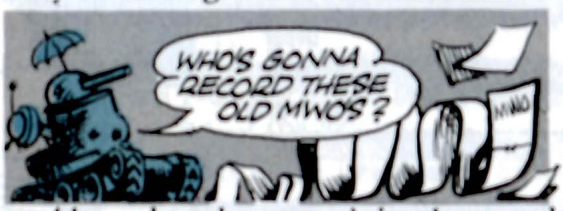
RECORD SWAP

DA Circular 700-15 tells you what info you take from the old records to the new forms, and in its Appendix II, you'll find a list of superseded forms, along with the new forms which are taking over.

The deadline for completing the swap-over, of course, will be set by your command . . . but, everyone's supposed to be rolling with the new system by the end of 1962.

The only point that may take a little more time in some outfits is the log's MWO record. This record'll tell which MWO's have been applied, and which haven't. You can get MWO info from the current index, DA Pam 310-4, and its latest changes (be sure to check MWO's listed under specific components and assemblies in the index).

You'll also lift all info on MWO's which have been applied—from the equipment's existing records-this should include all MWO's applied, even if they're no longer listed in the index.



Also, when the system's implemented an initial MWO report (on some items) has to go to the responsible national agency. The circular also gives you a run-down on getting this report together. It calls for all MWO's which have been applied—including MWO's on components. Equipment's to be closely checked (but not pulled apart) to find out if its "urgent" MWO's have been applied.

This report is a very important part of the new system, and is needed to get a lot of old stuff cleared out and updated.

This one-time MWO report applies to equipment that gets a log book. (But, it'll not be needed on items using the single-card log, on administrative-use vehicles, or on tank and automotive equipment which was used in "Operation TAPER.")

And, once you get a log's MWO info up-to-date you shouldn't have any sweat keeping it current . . . 'cause another feature of the new way of doing things, is to distribute all MWO's for your equipment, all the way to the using unit, (regardless of who's responsible for applying 'em). And here's why:

When a unit receives **any** MWO on its equipment it'll immediately record it by title, number and date, in a special section (Modifications Required) of the form in the item's log book. Later, whenever the modification's applied, another entry on the form will tell who applied it and when. This way, all anyone has to do, to find out the MWO score on any item, is to scan the log.

PS MORE

THE OLD RECORDS

For now, and until you hear otherwise, if you run into a question on conflict of regulations for equipment records and procedures . . . sweat, not, TM 38-750, has the final say so. And, remember, the big daddy backing-up the TM is Change 2 to AR 750-5.

DEAL THE LOG CARDS

Log's DA Form No.	Form Title	Echelon
2408	Equipment Log Book Assembly (Records) (General Purpose logs.)	All
2408A	Equipment Log Book Assembly (Records) (Aircraft, commercial and military design administrative-use vehicles and commercial design vehicles—not administrative use-logs).	All
2408-1	Equipment Daily Or Monthly Log	User
2408-2	Equipment Lubrication Record	User
2408-3	Equipment Maintenance Record (Organizational)	User
2408-3-1	Equipment Maintenance Record (Organizational) For selected items in Appendix III, TM 38-750.	User
2408-4	Weapon Record Data	User, Support
2408-5	Equipment Modification Record	User, Support
2408-6	Equipment Maintenance Record (Support—Echelons—Field or Depot)	Support
2408-7	Equipment Transfer Record	All
2408-8	Equipment Acceptance Record	Depot
2408-9	Proof Acceptance Record	Depot
2408-10	Equipment Component Register	User, Support
2408-11	Accumulative Repair Cost Record	User
2408-12	Army Aviator's Flight Record	User
2408-13	Aircraft Inspection and Maintenance Record	User
2408-14	Uncorrected Fault Record	User
2408-15	Service Record for Aircraft	User, Support
2408-16	Component and Installation and Removal Record	User, Support
2408-17	Aircraft Inventory Record	User
2409	Equipment Maintenance Log (Consolidated) Complete maintenance record by itself, or as an insert in a log book for a component used with a major item.	All

(For more on equipment log records, see pages 37-47.)

HANG–OVERS

A FEW FORMS FROM THE OLD SYSTEM REMAIN AS WERE, OTHERS WERE IMPROVED, RENAMED AND RE-NUMBERED FOR USE WITH THE NEW SYSTEM–YOU'LL SPOT THE OLD ONES EASY ENOUGH.

For example:

DA Form 348 → Driver's Qualification Record

SF 91 → Operator's Report of Motor Vehicle Accident

SF 46 → Operator's Permit

DD Form 314 → **PM Schedule and Record.** This is the old visible file record and will be used for scheduling services for administrative use equipment—for example, commercial vehicles and MHE.

DD Form 2218 → **Parts Slip and Work Required.** Used at administrative equipment maintenance shops, and it'll provide info on repair parts, labor and other dope for the equipment's log.

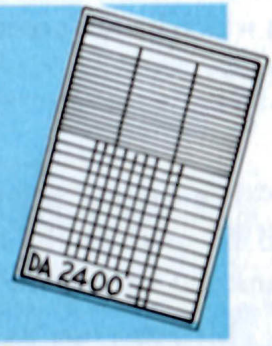
DD Form 518 Accident Identification Card

DA Form 1546, Request for Issue or Turn-in; DA Form 1543, Title Insert; DD Form 518, Accident Identification Card; and DD Form 1150–1, Request for Issue or Turn-In (and continuation sheet) will work with the new system. Only the DX tag, DA Form 1115, was replaced. (See below.)

THE NEW FORMS

DA Form 2400 Equipment Utilization Record. This form'll provide info on equipment usage (like dates and places used, mileage traveled between stops, passenger and cargo loads, and name of individual releasing the equipment for each operation. This record fills the bill for the CO's who want more detail than's provided by the log record alone.

DA Form 2400 may also be used to dispatch other types of equipment, if local SOP OK's it for use along with the equipment log dispatch system. (See pages 37, 61 and 63).



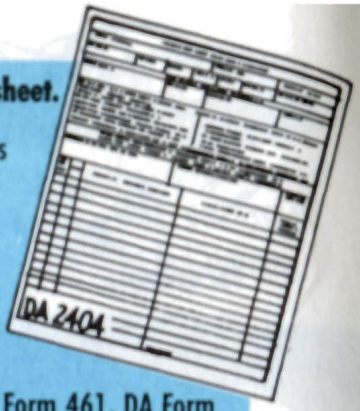
DA Form 2401 Organizational Control Record for Equipment. The dispatcher's record. It tells who is using (or has used) what equipment, where, and for how long. (See page 60).

DA Form 2402 Exchange Tag. This is the new DX tag. Works like the old one, but takes a bit more item identification. It's also for tagging unserviceable items sent with EIR's. (See pages 53 and 58).

DA Form 2403 Preventive Maintenance Roster. For scheduling PM services on everything, except stuff that's scheduled on DD Form 314. (See page 22).

PS MORE

DA Form 2404 Equipment Inspection and Maintenance Worksheet.



This is the worksheet that will be the operator's and organizational mechanic's daily companion, and is one of the work-horses in the new system.

It's for PM on all categories of equipment and will record all checks and maintenance from the daily before, during and after checks to regularly scheduled maintenance and inspection work, plus any other maintenance work required.

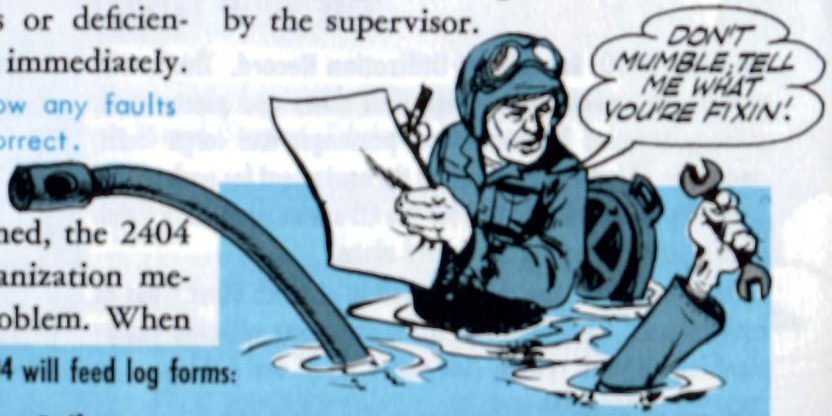
In the tank and automotive branch of the business, for example, it'll replace DA Form 461, DA Form 462, DA Form 2145, and the lower half of DA Form 110. In other categories of equipment the worksheet replaces a potful of maintenance checklists.

It'll also be used at all echelons of maintenance, and even for pulling CMI's.

To be a legit worksheet (for a specific item) at any echelon of maintenance, the form must show the number of the equipment's TM or maintenance manual (and changes) and its date... make sure you're using the latest publication. (See pages 18, 25 and 61.)

A DA Form 2404 will be given to the operator when the equipment is dispatched, and the operator will use the form to record any maintenance or operational shortcomings or deficiencies which he can't correct immediately. The operator must also show any faults found that he uses parts to correct.

When the log is returned, the 2404 will be used by the organization mechanics to correct the problem. When work is completed the mechanic signs the form and records the maintenance work or service performed in the equipment's log. The log is then reviewed by the supervisor.



Information from the 2404 will feed log forms:

DA Form 2408-1, Equipment Daily or Monthly Log.

DA Form 2408-2, Equipment Lubrication Record.

DA Form 2408-3, Equipment Maintenance Record (Organizational).

DA Form 2408-3-1, Equipment Maintenance Record (Organizational).

DA Form 2408-4, Weapon Record Data.

DA Form 2408-5, Equipment Modification Record.

DA Form 2408-6, Equipment Maintenance Record (Support Echelons-Field and Depot).

DA Form 2408-10, Equipment Component Register.

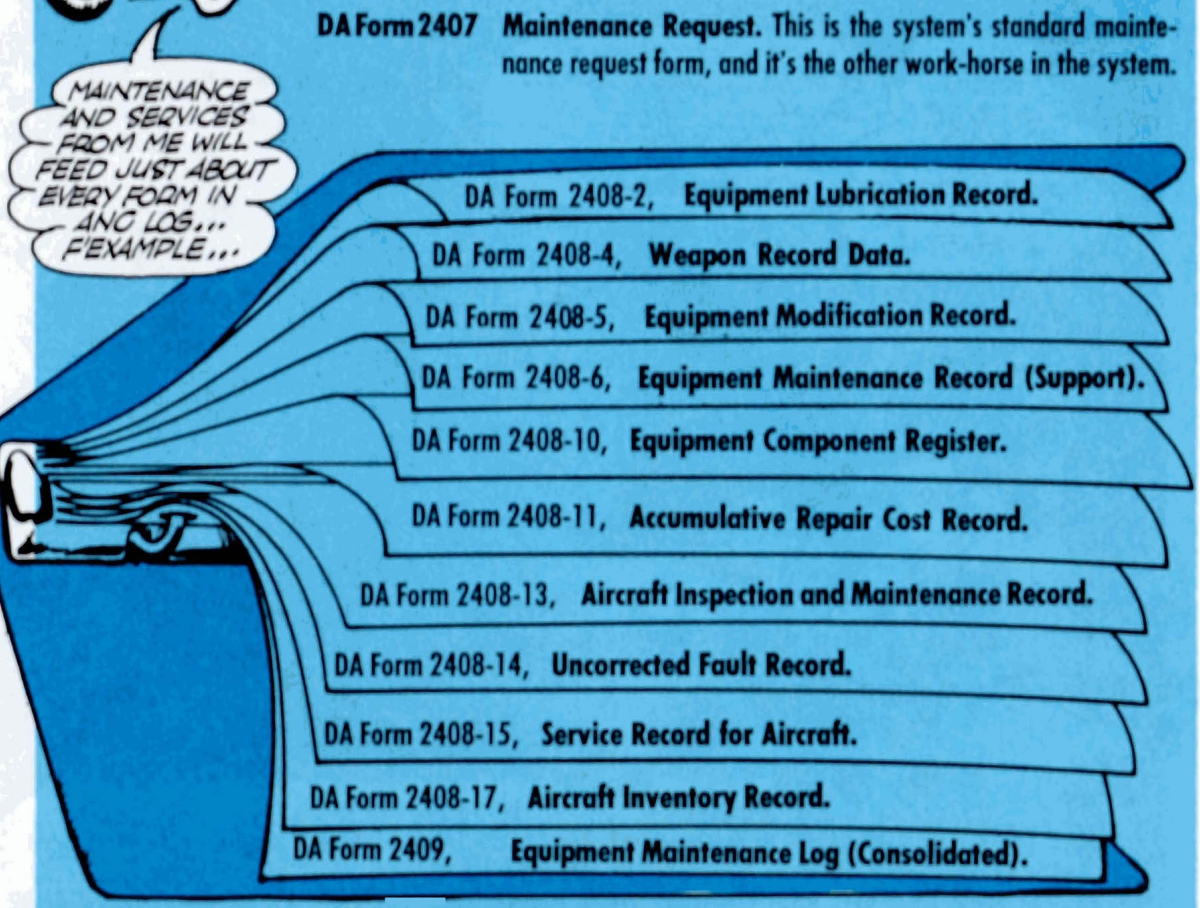
DA Form 2408-11, Accumulative Repair Cost Record.

DA Form 2408-13, Aircraft Inspection and Maintenance Record.

DA Form 2405 **Maintenance Request Register.** It's mainly for maintenance support shops to record job orders. Your organizational shop may use it to keep track of work requests, but for them it's not a formal register, like it is for the support outfits.

DA Form 2406 **Equipment Status and Deadline Report.** This form'll provide the latest info on readiness of equipment in your outfit.

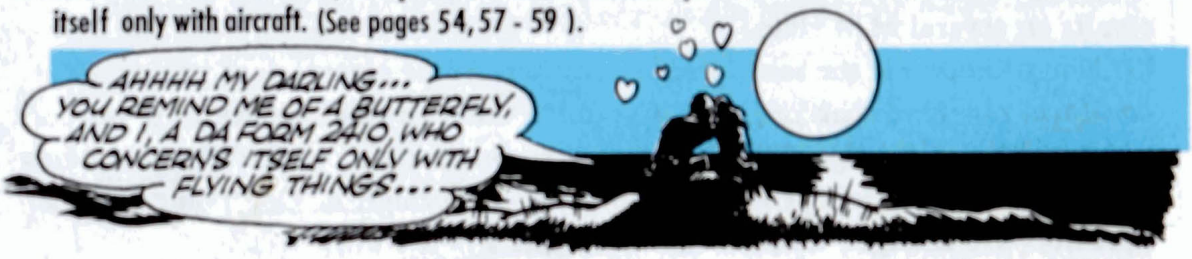
DA Form 2407 **Maintenance Request.** This is the system's standard maintenance request form, and it's the other work-horse in the system.



Instructions on its use are listed (for each echelon) on its top copy. On the back of copy 5 it gives failure and action numerical codes for use in accurately and easily describing various maintenance actions on the form.

For illustrations and detailed know-how on use of DA Form 2407, see page 24

And there's DA Form 2410, **Component Removal and Repair/Overhaul Record,** which concerns itself only with aircraft. (See pages 54, 57 - 59).



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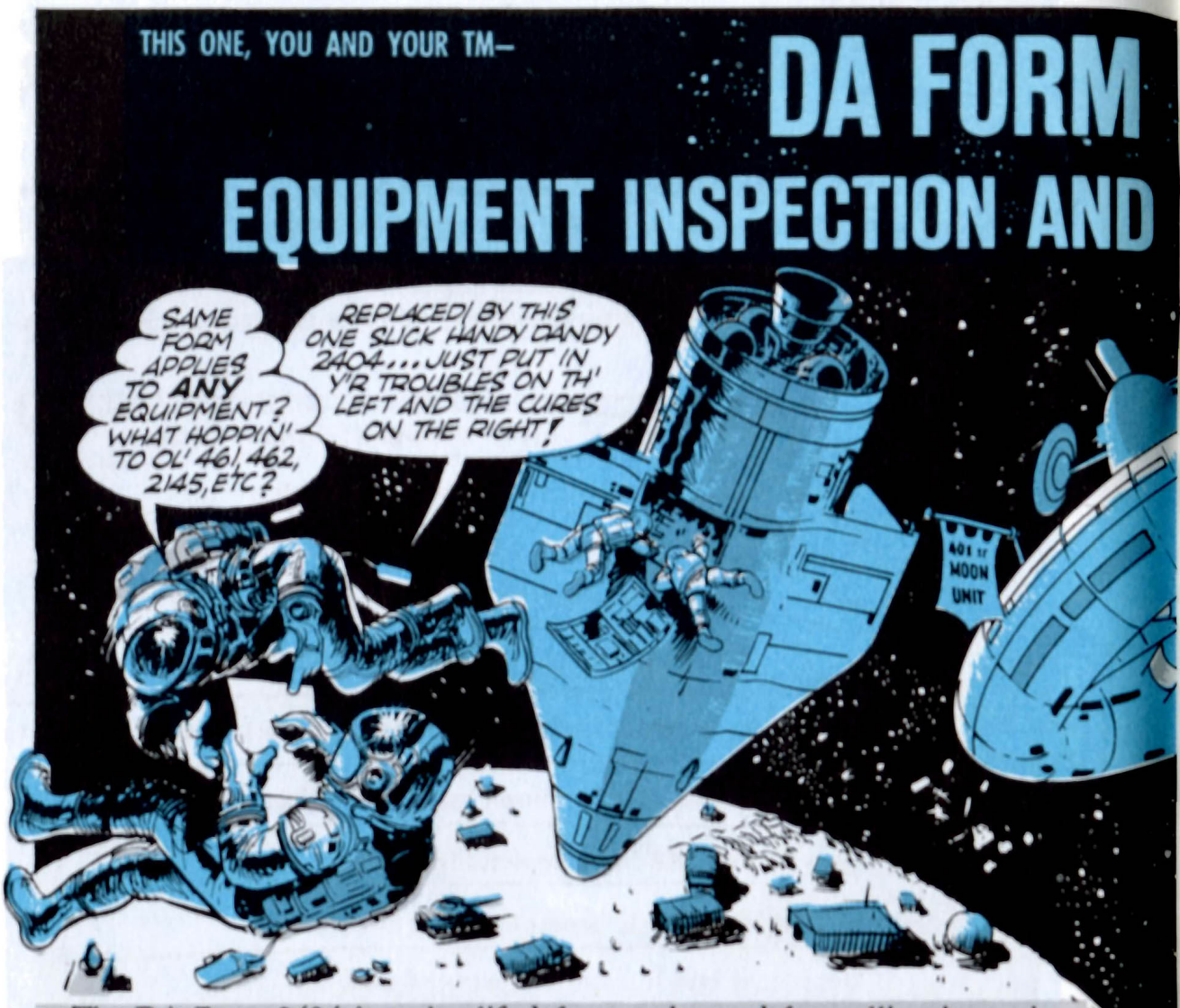

The DA Form 2404 is a simplified form to be used for pulling inspection and maintenance services and diagnostic checkouts on all categories of equipment.

It'll apply to a specific item of equipment (or component) when the item's description, maintenance manual number and date are entered on the form.

A 2404 will go along with each piece of equipment, and it'll be used along with the maintenance standards and procedures in the item's equipment maintenance manual.

The form's mainly to show the results of each inspection or service on one piece of equipment, but it may also be used for inspection of several like items. For instance, one form may be used by CMI personnel to record inspection results on several M14 rifles.

(Or if you operate the same piece of equipment for several days you could use one form for more than one day, if you don't find any deficiencies, or if you correct the deficiencies right away. To use it for more than one day you write in a new date on the next open line in columns a through e. One point . . . when operators are changed tho, the new man gets a new form)

THIS ONE, YOU AND YOUR TM—

DA FORM 2404 EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

The DA Form 2404 is a simplified form to be used for pulling inspection and maintenance services and diagnostic checkouts on all categories of equipment.

It'll apply to a specific item of equipment (or component) when the item's description, maintenance manual number and date are entered on the form.

A 2404 will go along with each piece of equipment, and it'll be used along with the maintenance standards and procedures in the item's equipment maintenance manual.

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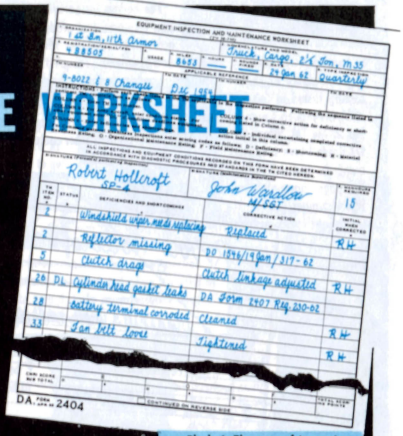
(Or if you operate the same piece of equipment for several days you could use one form for more than one day, if you don't find any deficiencies, or if you correct the deficiencies right away. To use it for more than one day you write in a new date on the next open line in columns a through e. One point . . . when operators are changed tho, the new man gets a new form)



Here are a few tips on the use of this form—

Block 6—The type of inspection or service (Daily, Q service, Initial, CMI, etc.)

Blocks 1 through 7 will be filled in by the operator, maintenance supervisor, or inspector—before using the form.

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

1. ORGANIZATION	2. NOMENCLATURE AND MODEL	6. TYPE INSPECTION
1st Bn, 11th Armor	Truck, Cargo, 2½ Ton, M35	Quarterly
3. REGISTRATION/SERIAL/FSN	4. MILES / USAGE: 8653	5. HOURS
4 88505		7. DATE: 24 Jan 62

APPLICABLE REFERENCE

TM NUMBER	TM DATE	TM NUMBER	TM DATE
9-8022 & 8 Changes	Dec 1954		

INSTRUCTIONS - Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in pertinent TM, complete form as follows:

COLUMN a - Enter TM item number.

COLUMN b - For Army aircraft, enter condition status. For other equipment enter "DL" if condition deadlines equipment.

COLUMN c - Enter deficiencies and shortcomings.

COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.

COLUMN e - Individual ascertaining completed corrective action initial in this column.

For Command Materiel Readiness Inspections enter scoring codes as follows: D - Deficiency; S - Shortcoming; R - Materiel Readiness Rating; O - Organizational Maintenance Rating; F - Field Maintenance Rating.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

SEE NEXT PAGE FOR LOWER HALF

2404 MAINTENANCE WORKSHEET

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

1. ORGANIZATION				2. NOMENCLATURE AND MODEL		
1 st Bn, 11th Armor				Truck, Cargo, 2½ Ton, M35		
3. REGISTRATION/SERIAL/FSN	4. USAGE	4. MILES	5. HOURS	6. ROUNDS FIRED	7. DATE	8. TYPE INSPECTION
4 B8505		8653	—	—	24 Jan 62	Quarterly

APPLICABLE REFERENCE

9. TM NUMBER	TM DATE	TM NUMBER	TM DATE
9-8022 & 8 Changes	Dec 1954		

INSTRUCTIONS - Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in pertinent TM, complete form as follows:

COLUMN a - Enter TM item number.

COLUMN b - For Army aircraft, enter condition status. For other equipment enter "DL" if condition deadlines equipment.

COLUMN c - Enter deficiencies and shortcomings.

COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.

COLUMN e - Individual ascertaining completed corrective action initial in this column.

For Command Materiel Readiness Inspections enter scoring codes as follows: D - Deficiency; S - Shortcoming; R - Materiel Readiness Rating; O - Organizational Maintenance Rating; F - Ffield Maintenance Rating.

ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

TM ITEM NO.	STATUS	DEFICIENCIES AND SHORTCOMINGS	CORRECTIVE ACTION	INITIAL WHEN CORRECTED
			Robert Hollcroft SP-4	John Wardlow M/SGT
2		Windshield wiper motor replacing	Replaced	15
2		Reflector missing	DO 1546/19 Jan/317-62	RH
5		Clutch drags	Clutch linkage adjusted	
26	DL	Cylinder head gasket leaks	DA Form 2407 Reg. 230-02	RH
28		Battery terminal corroded	Cleaned	
33		Fan belt loose	Tightened	RH
				RH

DA FORM 2404

Here are a few tips on the use of this form—

Block 6—The type of inspection or service (Daily, Q service, Initial, CMI, etc.)

Blocks 1 through 7 will be filled in by the operator, maintenance supervisor, or inspector—before using the form.

EQUIPMENT INSPECTION AND MAINTENANCE WORKSHEET

1. ORGANIZATION: 1 st Bn, 11th Armor
2. NOMENCLATURE AND MODEL: Truck, Cargo, 2½ Ton, M35
3. REGISTRATION/SERIAL/FSN: 4 B8505
4. USAGE
4. MILES: 8653
5. HOURS: —
6. ROUNDS FIRED: —
7. DATE: 24 Jan 62
8. TYPE INSPECTION: Quarterly

APPLICABLE REFERENCE

9. TM NUMBER	TM DATE	TM NUMBER	TM DATE
9-8022 & 8 Changes	Dec 1954		

INSTRUCTIONS - Perform each check listed in the TM applicable to the inspection performed. Following the sequence listed in pertinent TM, complete form as follows:

COLUMN a - Enter TM item number.

COLUMN b - For Army aircraft, enter condition status. For other equipment enter "DL" if condition deadlines equipment.

COLUMN c - Enter deficiencies and shortcomings.

COLUMN d - Show corrective action for deficiency or shortcoming listed in Column c.

COLUMN e - Individual ascertaining completed corrective action initial in this column.

For Command Materiel Readiness Inspections enter scoring codes as follows: D - Deficiency; S - Shortcoming; R - Materiel Readiness Rating; O - Organizational Maintenance Rating; F - Ffield Maintenance Rating.

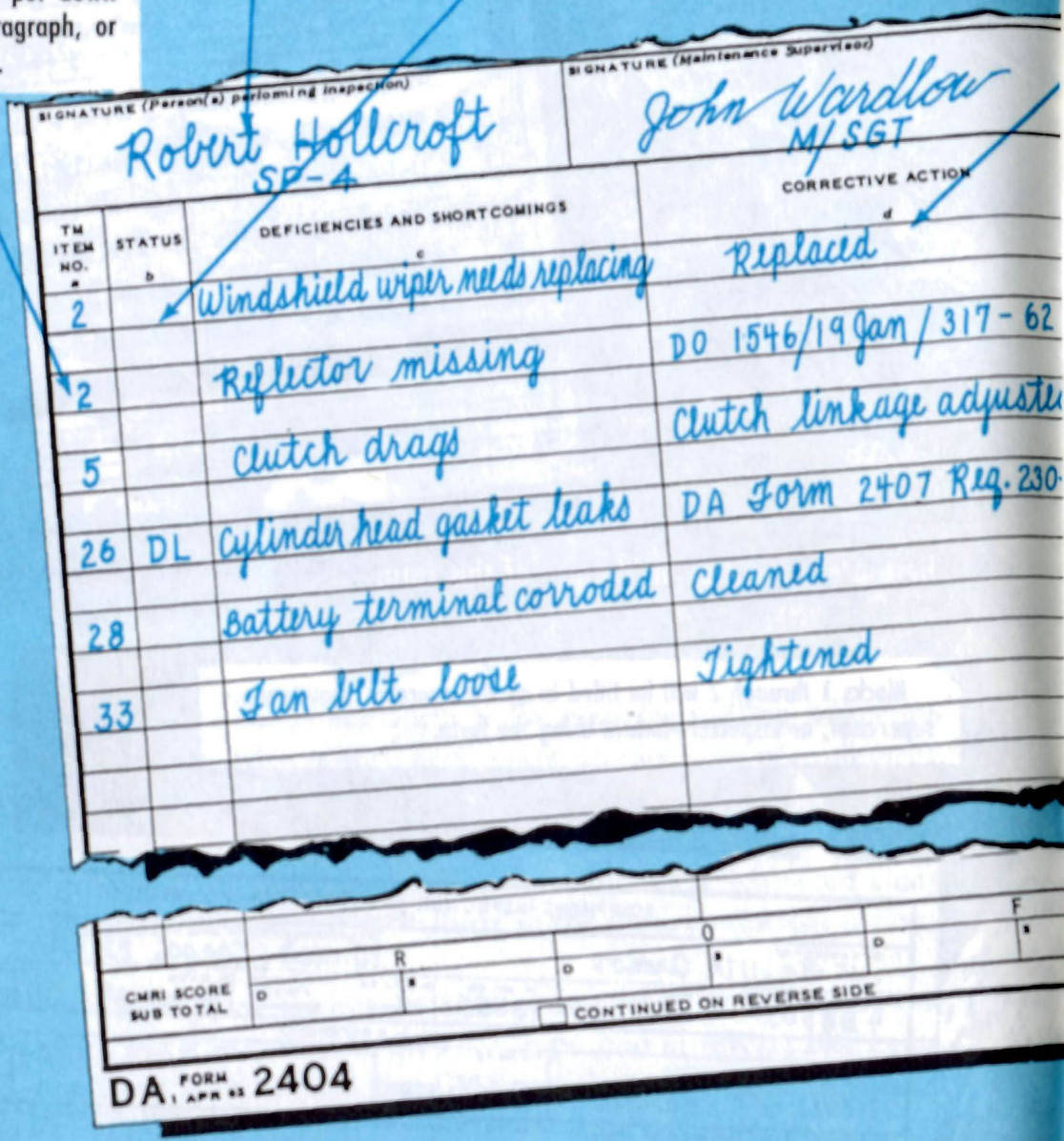
ALL INSPECTIONS AND EQUIPMENT CONDITIONS RECORDED ON THIS FORM HAVE BEEN DETERMINED IN ACCORDANCE WITH DIAGNOSTIC PROCEDURES AND STANDARDS IN THE TM CITED HEREON.

SEE NEXT PAGE FOR LOWER HALF

The person (or persons) performing the inspection or service will sign his name and grade or job title after completing all corrective actions—except those which require further requisitioning of parts or a maintenance request.

Column a—To identify each deficiency or shortcoming (listed in Column c) by the sequence number in the TM. When the TM doesn't give sequence numbers, you put down the page, paragraph, or figure number.

Column b—For aircraft enter condition status symbol; other equipment enter "DL" or inspection codes.



SIGNATURE (Person(s) performing inspection): Robert Holcroft SP-4

SIGNATURE (Maintenance Supervisor): John Wardlow M/SGT

TM ITEM NO. a	STATUS b	DEFICIENCIES AND SHORTCOMINGS c	CORRECTIVE ACTION d
2		Windshield wiper needs replacing	Replaced
2		Reflector missing	DO 1546/19 Jan/317-62
5		Clutch drags	Clutch linkage adjuste
26	DL	Cylinder head gasket leaks	DA Form 2407 Reg. 230-
28		Battery terminal corroded	Cleaned
33		Fan belt loose	Tightened

CWRI SCORE SUB TOTAL | R | O | F

CONTINUED ON REVERSE SIDE

DA FORM 1 APR 62 2404

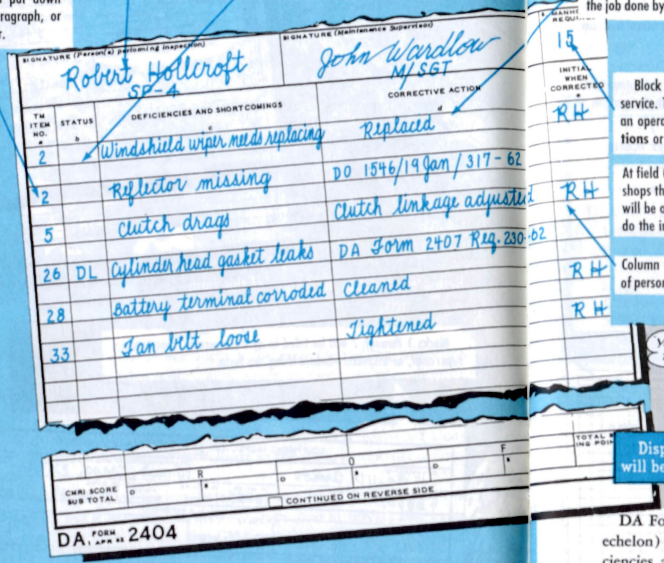
NOTE: If you're an operator, you'll list all deficiencies and shortcomings that you can't immediately correct, or any you correct by replacing a repair part or component.

Mechanics and/or other maintenance personnel on the other hand, will list all deficiencies and shortcomings they find during any inspection or service.

Column a—To identify each deficiency or shortcoming (listed in Column c) by the sequence number in the TM. When the TM doesn't give sequence numbers, you put down the page, paragraph, or figure number.

The person (or persons) performing the inspection or service will sign his name and grade or job title after completing all corrective actions—except those which require further requisitioning of parts or a maintenance request.

Column b—For aircraft enter condition status symbol; other equipment enter "DL" or inspection codes.



NOTE: If you're an operator, you'll list all deficiencies and shortcomings that you can't immediately correct, or any you correct by replacing a repair part or component.

Mechanics and/or other maintenance personnel on the other hand, will list all deficiencies and shortcomings they find during any inspection or service.

Column d—For corrective action taken by the operator or mechanic who does each job. Or filled in by the maintenance supervisor or clerk if the job needs repair parts not stocked at the organization, or if it's necessary to prepare a maintenance request. In these cases, an entry will give the requisition number and date or it will show that a Maintenance Request, DA Form 2407, has been prepared to get the job done by another shop.

Block 8—For the total man-hours required for the inspection or service. This block does not have to be completed when it's used by an operator or crew member to record **daily maintenance inspections** or **services** or by the **CMI inspectors.**

At field (and higher) maintenance shops the man-hours recorded will be only the time required to do the inspections.

Column e—Initials in this column of person performing a specific job.

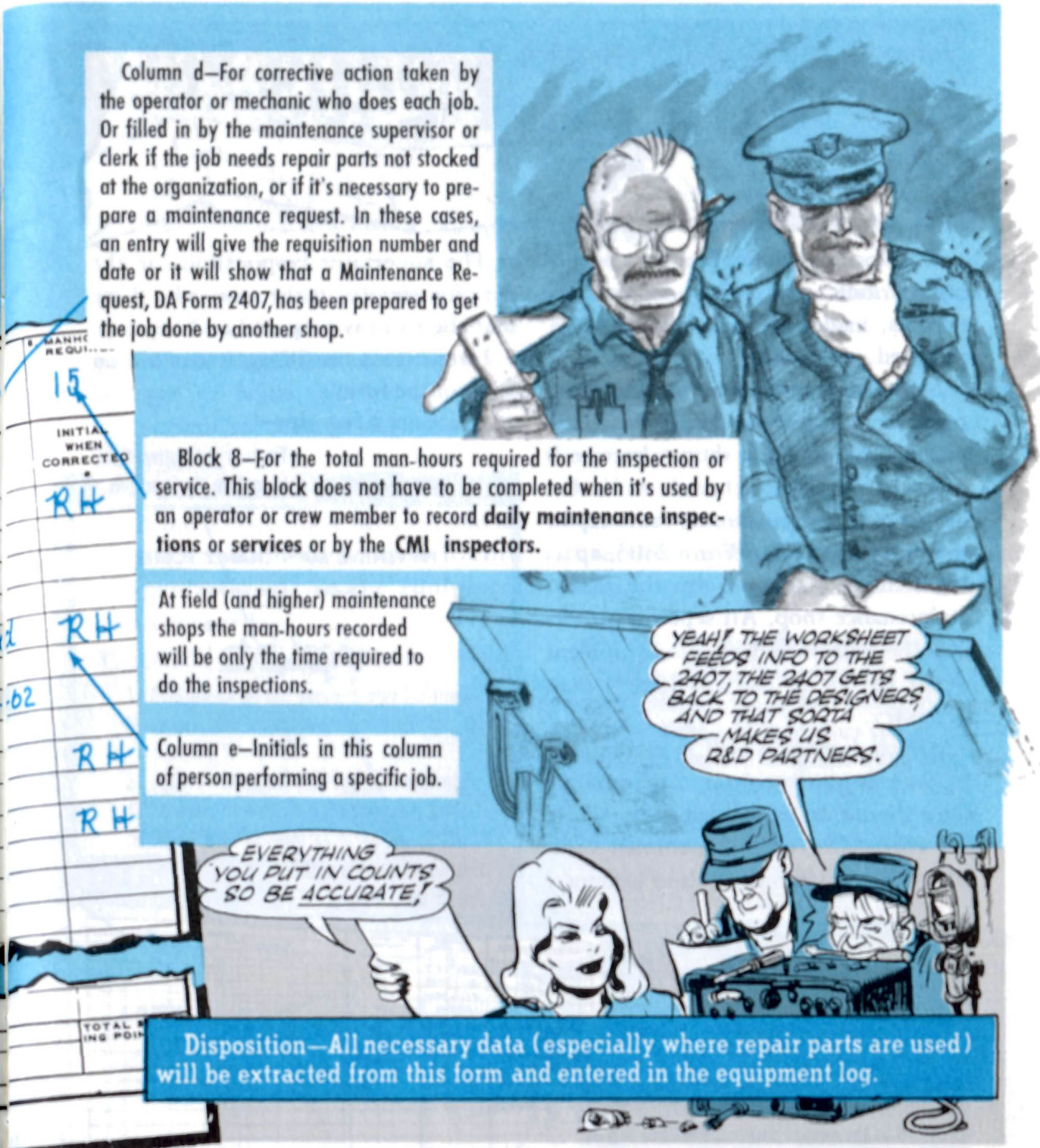
Disposition—All necessary data (especially where repair parts are used) will be extracted from this form and entered in the equipment log.

DA Form 2404 will be kept until all corrective action possible (within an echelon) has been taken care of, or until the next periodic service is done. Deficiencies and shortcomings not corrected when the scheduled PM check rolls around will be transferred to the new DA Form 2404 used for the service.

The old form will then be destroyed (AR 345-292).

When a 2404 is initiated at field maintenance, it'll be destroyed after the equipment log has been posted, and the equipment has been released (AR 345-280).

END



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The old form will then be destroyed (AR 345-292).

When a 2404 is initiated at field maintenance, it'll be destroyed after the equipment log has been posted, and the equipment has been released (AR 345-280).

END

YOUR SCHEDULE

DA FORM 2403 PREVEN

This form is a worksheet for scheduling periodic preventive maintenance services, load tests, and calibration of assigned equipment.

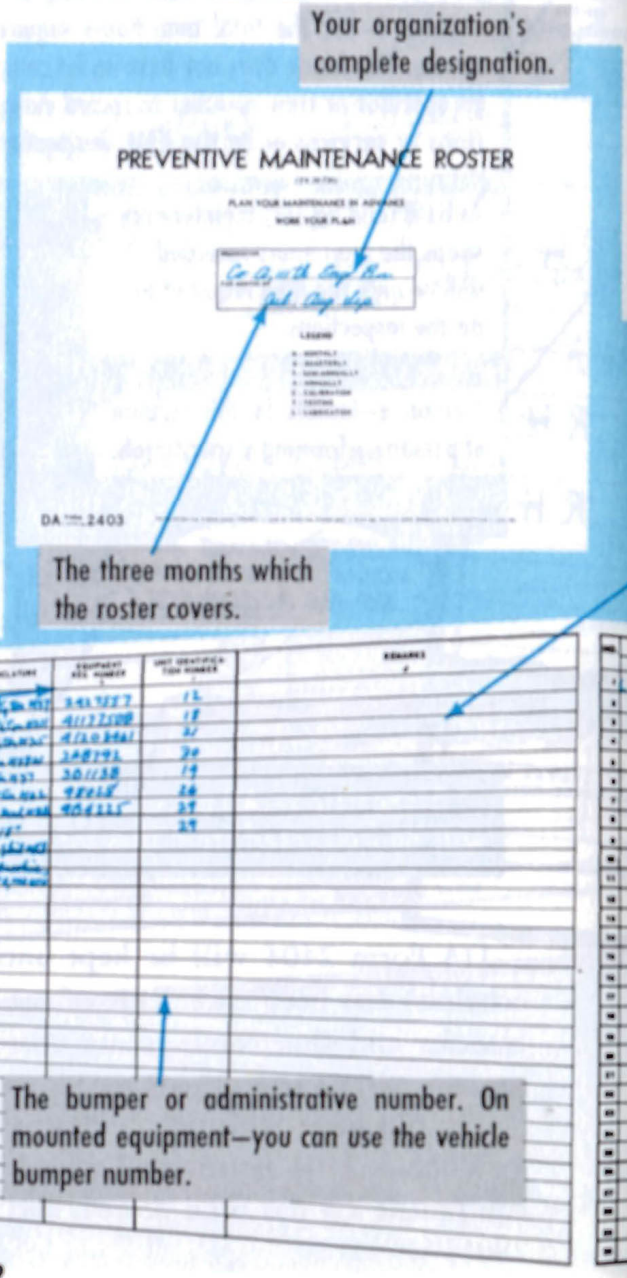
Separate preventive maintenance rosters may be prepared by each organizational maintenance shop or section if it makes it easier to schedule work. For instance, an organizational radio repair shop may keep a DA Form 2403, apart from those made out by the motor maintenance shop. All separate rosters must be coordinated, tho, so equipment won't be out of use any longer than necessary.

All equipment which is maintained by **one** organizational maintenance shop should be scheduled on a single PM roster (for example, combat vehicles, trailers, Herman-Nelson heaters).

The supervisor responsible for the periodic services is the man who'll see that the form is prepared and kept up.

Instructions on filling it out are on back of the form.

Here are a few tips—



YOUR SCHEDULE

DA FORM 2403 PREVENTIVE MAINTENANCE ROSTER

This form is a worksheet for scheduling periodic preventive maintenance services, load tests, and calibration of assigned equipment.

Separate preventive maintenance rosters may be prepared by each organizational maintenance shop or section if it makes it easier to schedule work. For instance, an organizational radio repair shop may keep a DA Form 2403, apart from those made out by the motor maintenance shop. All separate rosters must be coordinated, tho, so equipment won't be out of use any longer than necessary.

All equipment which is maintained by one organizational maintenance shop should be scheduled on a single PM roster (for example, combat vehicles, trailers, Herman-Nelson heaters).

The supervisor responsible for the periodic services is the man who'll see that the form is prepared and kept up.

Instructions on filling it out are on back of the form.

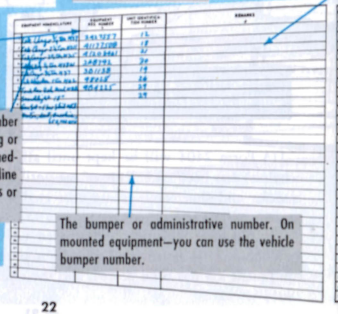
Here are a few tips—

Your organization's complete designation.

The three months which the roster covers.

List the equipment registration or serial number.

Equipment nomenclature and model number as listed in the equipment maintenance log or TM. Each piece of equipment that needs scheduled services gets listed on a separate line whether it's mounted on a particular chassis or towed by a certain prime mover.



The bumper or administrative number. On mounted equipment—you can use the vehicle bumper number.

On the date when the scheduled periodic service is actually done, due to either mileage/hours or time, ink in the pencil entry and then enter the actual mileage or hours. You're allowed a ten percent variance in time, hours, or mileage.

The man in charge should check to see if the services have been entered on the Equipment Maintenance Record (Organizational) in the equipment maintenance log.

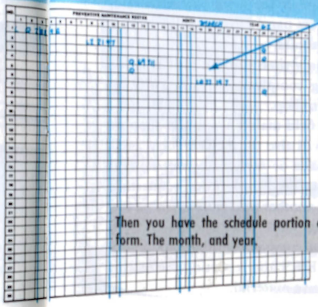
The following type of info goes here:

1. Equipment at the support unit for repair.
2. Equipment deadlined for lack of repair parts.
3. Equipment deadlined due to accident.
4. Equipment detached from parent unit.
5. Equipment transferred.
6. Equipment in storage.

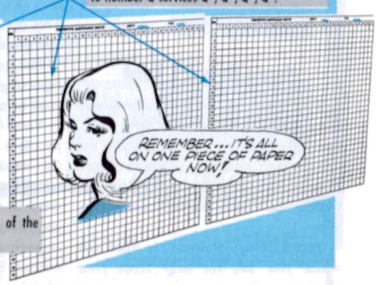
You can make out a new roster ahead of time (before the three-month period ends). Carry the equipment postings over to the new form in the same order as listed on the old roster. The scheduled services on the new roster should be based on the last scheduled or completed service.

After a new roster is made out and all services on the old roster are completed, toss the old one out (AR 345-292).

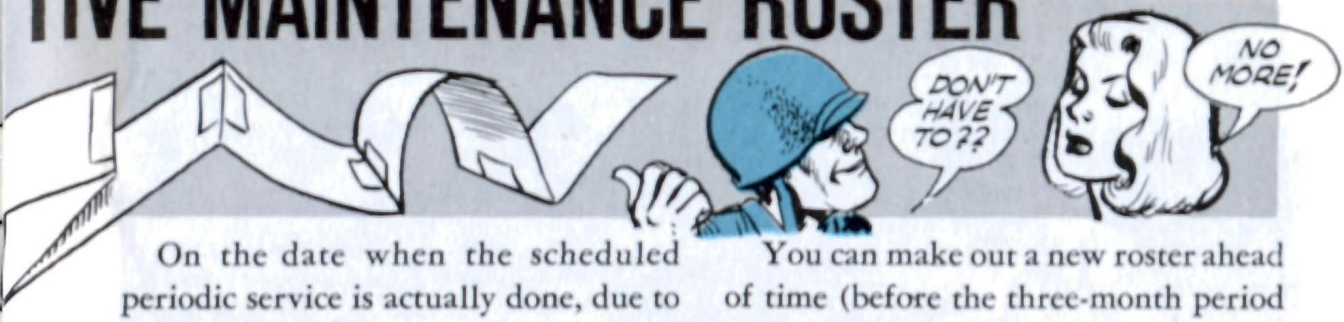
Next line out nonworking days. Plan the periodic services so the workload is evenly distributed throughout the three-month period. Then you pencil in the appropriate symbol for the periodic service (they're listed on the front of the form) opposite each item on the date the service is scheduled. Your CO can authorize the use of additional symbols . . . for instance, W for weekly, or he might want you to number Q services Q^1, Q^2, Q^3, Q^4.



Then you have the schedule portion of the form. The month, and year.



TIVE MAINTENANCE ROSTER



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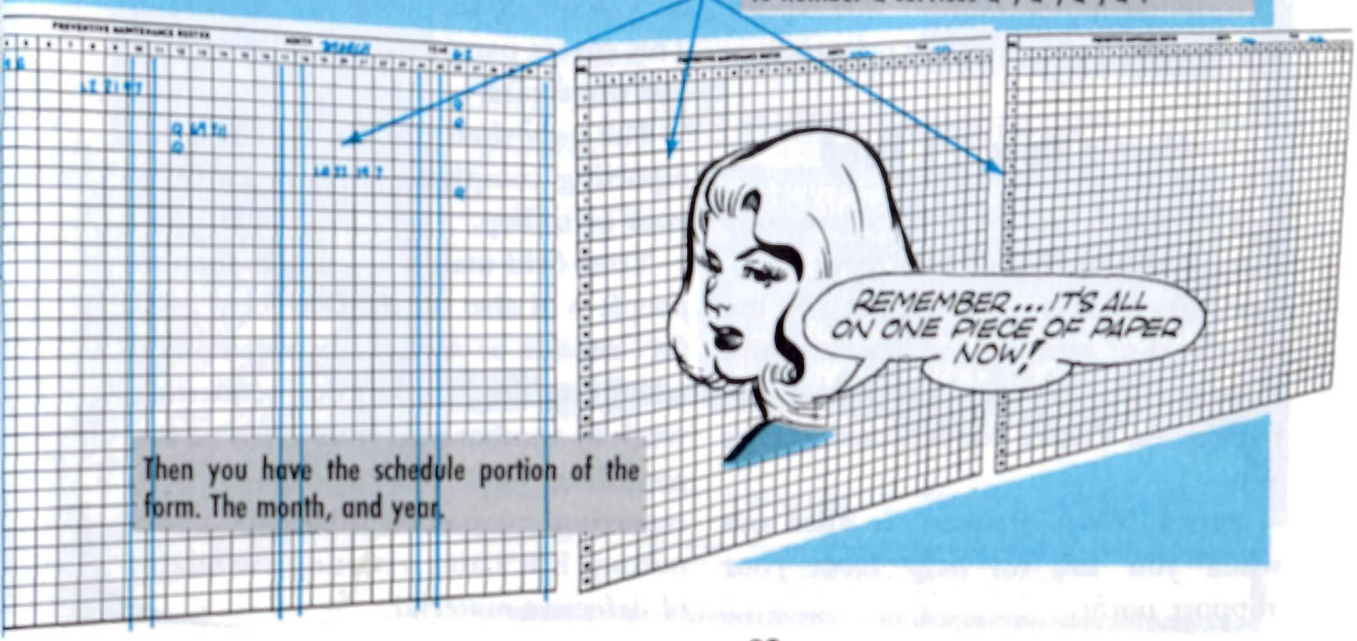

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MAINTENANCE REQUEST
DA FORM 2407

The Maintenance Request, DA Form 2407, is another of the key forms which unlocks the door to simplified maintenance record keeping.

You use this form for . . . requesting repairs and maintenance services, reporting completion of MWO's, and submitting equipment improvement recommendations (EIR's) and reporting the receipt of defective material.

Here's How It's Used

The DA Form 2407 is a five-copy form which is divided into three parts. And, like it says on the form, you use a ball-point pen or hard pencil—and some muscle—to record this info on all five copies. You're not expected to type 'em.

Part I, Work Request, is filled out when you ask for help from your support outfit.

Part III, Equipment Improvement Recommendation, is used with Part I, Work Request to let the national agency know of failures and deficiencies in equipment and to suggest improvements.

Your support people take care of Part II, Work Accomplished, when they complete the work you requested. This covers parts used, man-hours, and cost of repairs.

The only time you use Part II is for reporting completion of an MWO by your own shop.

Your field maintenance and support people will also use the DA Form 2407 for: repairs or services between shops when they need a job order, requesting work by another field maintenance unit, recording work done and parts used, reporting completion of MWO's, submitting EIR's and reporting the receipt of defective material.

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Here's How It Works

Here's how you fill out a DA Form 2407 when you request help from your support unit:

MORE

Here's How It Works

Here's how you fill out a DA Form 2407 when you request help from your support unit:

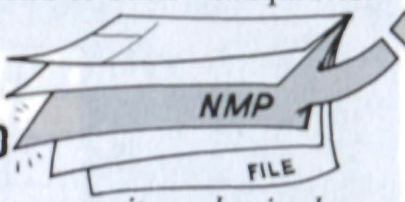
PS MORE

What Happens To The Form

When equipment goes to support, they assign a job order number, sign the Receipt (green) copy and return it to you.

When you get the equipment back, you sign Block 28 and exchange Receipt copy for the Organization (blue) copy. Keep this copy to check the entries in your log's 2408-6, then destroy it.

Your support keeps the File (buff) copy and sends the NMP (yellow) copy to the national agency for those selected items listed in Appendix III of TM 38-750, otherwise, it's discarded. They also send the Control (white) copy to the major command or other headquarters as required.



On Completing An MWO

Here's the way you'll report a modification which your unit mechanics have installed: (Blocks 1 thru 10 are filled in the same as for a work request. Leave all other blocks in Part I blank):

Block 18-19—List your unit and date MWO was started.

Block 20-21—MWO number and date completed.

Block 24—Leave blank unless parts and materials are **not** part of MWO kit.

Block 23(c)—If MWO applied to more than one item, show the serial number, registration number, miles or hours for each item modified.

Block 23(d)—Time in man-hours to complete MWO.

Sign Block 14 to complete.

II WORK ACCOMPLISHED

17. JOB ORDER NUMBER	18. UNIT/ORGANIZATION ACCOMPLISHING WORK	PAGE NO.	NO. OF
NA	Co A, 1st ARB, 21st Inf, APO 99	☐ TD CODE 2 ☒ TOE CODE 3	19. DATE (Day-Month-Year) 17 Oct 61
20. MWO NUMBER 9-2320-201-20/1		21. DATE MWO APPLIED (Day-Month-Year) 17 Oct 61	22. ACT

23. REPAIRS AND SERVICES — 24. PARTS USED

ACTION CODE a	FAILURE CODE b	CB CODE	NOMENCLATURE REF DESIG c	MFG	MAN HOURS d	FSN e	Q
			MWO APPLIED TO:				
			REG NR SN MILES				
—	099		12D4692 / F2996 / 3525		1:00		
—	099		12D4667 / F2980 / 3709		0:45		

26. DISPOSITION: a. ☒ RETURN TO USER; b. ☐ RETURN TO STOCK; c. ☐ SALVAGED; d. ☐ EVACUATED

27. WORK ACCOMPLISHED IS CORRECT AND SATISFACTORY ACCORDING TO THE SERVICEABILITY STANDARDS AS DEFINED IN AR 750-5 AND CONTAINED IN:	TM NUMBER	TM DATE	25. A. PARTS CO (Funded)
	☒ DATA TRANSCRIBED TO LOG BOOK	SIGNATURE AND DATE (Day-Month-Year) - FINAL INSPECTOR: Ralph Ellis, Sgt 17 OCT 61	B. LABOR CO
28. ACCEPTED BY (Signature and date, Day/Month/Year)			C. TOTAL CO (A + B)

Organization copy—Destroy—after entering MWO application on equipment log (DA Form 2408-5).

Control copy—If modification is installed on an aircraft item, send to your 4th echelon shop. Otherwise, send to the major command or other headquarters as required.

NMP copy—Send to assigned national agency.
Receipt copy—Not required.
Support Activity copy—Send to your DSU.

The EIR

Complete Part III, Equipment Improvement Recommendation, when you feel the failure or deficiency was due to improper design, faulty material, poor workmanship, unusual wear, or a safety hazard.

Preparing An EIR On Equipment

Blocks 1 thru 14—Same as a work request.

Block 29—Not applicable.

III EQUIPMENT IMPROVEMENT RECOMMENDATION *(EIR)*

☐ EMERGENCY ☐ URGENT ☒ ROUTINE

29 ☐ NORMAL REPLACEMENT

30 FAILED OR DEFECTIVE PART FSN
AIR MAZE CORP PART No. F 350-851

31 RECOMMENDATION
a. ☐ IMPROVE DESIGN b. ☐ MODIFY c. ☐ REVISE PROCEDURE d. ☐ OTHER (Specify)

Block 31—"X" block which describes action to be taken.

Block 32—Give story of failure. Include terrain, type of operation, climatic conditions, any identifying numbers or markings on the part that failed—everything for a complete picture. Give your opinion of failure. Identify component with end item.

Block 30—Show FSN if different from one in Block 7. Include both FSN and manufacturer's part numbers for complete identification.

Send along a sketch, photo, or (if you can) the bad part—tagged with a 2402. This helps the folks on the receiving end.

If you need more room, continue to the space under "Repairs and Services", Block 23. If necessary, use a Continuation Sheet, DA Form 2407-1.

32 OPINION OR REMARKS *(Relate to block selected. Describe conditions under which failure occured. Attach photos or sketches, if available)*

WHEN THE AIR CLEANER THUMBSCREW IS TIGHTENED INTO NUT IN BASE OF CLEANER, THE CRIMPED EDGES OF THE RETAINER ARE STRAIGHTENED OUT. THIS LEAVES THE NUT FREE TO ROTATE. DURING ROUTINE OPERATION, THE NORMAL VIBRATION OF THE ENGINE CAUSES THE NUT TO UNSCREW AND FALL INTO THE INTAKE MANIFOLD. THIS COULD CAUSE DAMAGE TO VALVES AND PISTONS. THE NUT IN THE AIR CLEANER BASE CAN BE BRAZED IN THE RETAINER SO IT CANNOT (CONTINUED IN BLOCK 23)

33 SIGNATURE
Ron Green, SFC

34 ORGANIZATION
BTRY B, 16th MSL BN

35 CONTROL NUMBER

Part III—Under Equipment Improvement Recommendation heading, check off block which applies to your EIR's priority.

Blocks 33-34—Sign, add title, organization to complete.

Block 35—This is for the national agency control number . . . so leave it blank.

25 MORE

"X" the block which is right for the priority of the EIR.

On routine EIR's the NMP copy can be sent to the national agency by your support after repairs have been made. This means you can send in an EIR whenever you believe a failure is not normal, but which you want your support to check out at the time they make repairs. However, this doesn't stop you from sending an EIR directly to the national agency on another 2407.

In any event, the national agency should get a copy of the EIR whether it's combined with a work request or an MWO report, or sent in separately.

Anyone using Army equipment can submit EIR's with his ideas to improve equipment, materials, or procedures, or if equipment requires excessive maintenance effort.

Priorities

There're three priorities for EIR's: EMERGENCY, URGENT, and Routine.

An EMERGENCY EIR is submitted when you run into unsafe conditions that could mean serious or fatal injury to the operator or crew, the destruction of property, or affect national security.

Get an EMERGENCY EIR to the national agency by TWX or telephone. Follow this up with a 2407 by airmail within five days.

An URGENT EIR is air mailed directly to the national agency when you have an unsafe condition that could result in personal injury or property damage, or would reduce your chances in combat. Equipment must be operated with extreme caution under these conditions.

A routine EIR by regular mail covers all other corrections or improvements.

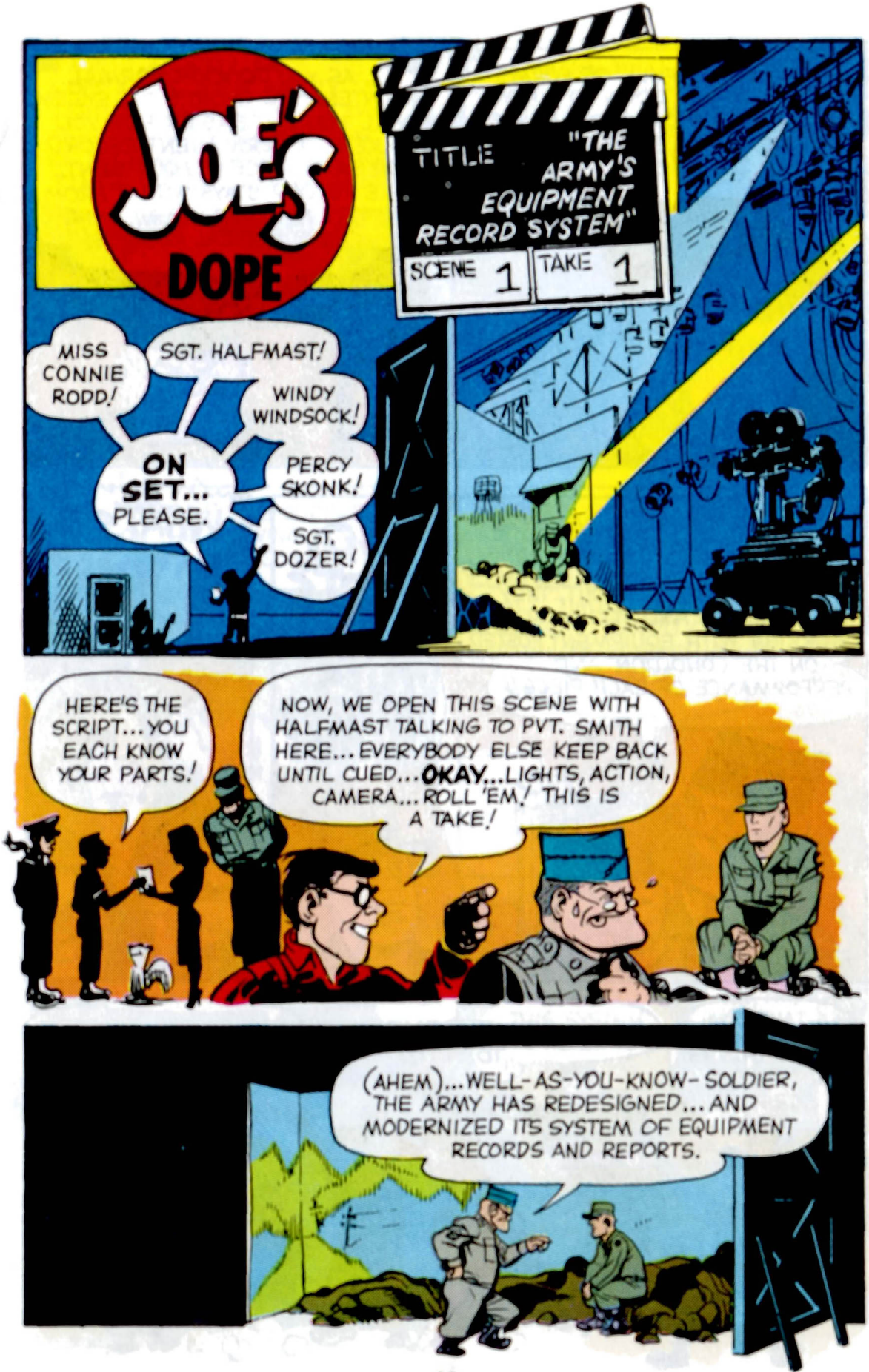
What Happens Now?

When work is complete, record it in "Remarks" section of the Equipment Maintenance Record, DA Form 2408-3, to show that you've submitted an EIR and the date it was submitted. For TC air items, note this info in Historical Data, DA Form 2408-15, Service Record For Aircraft.

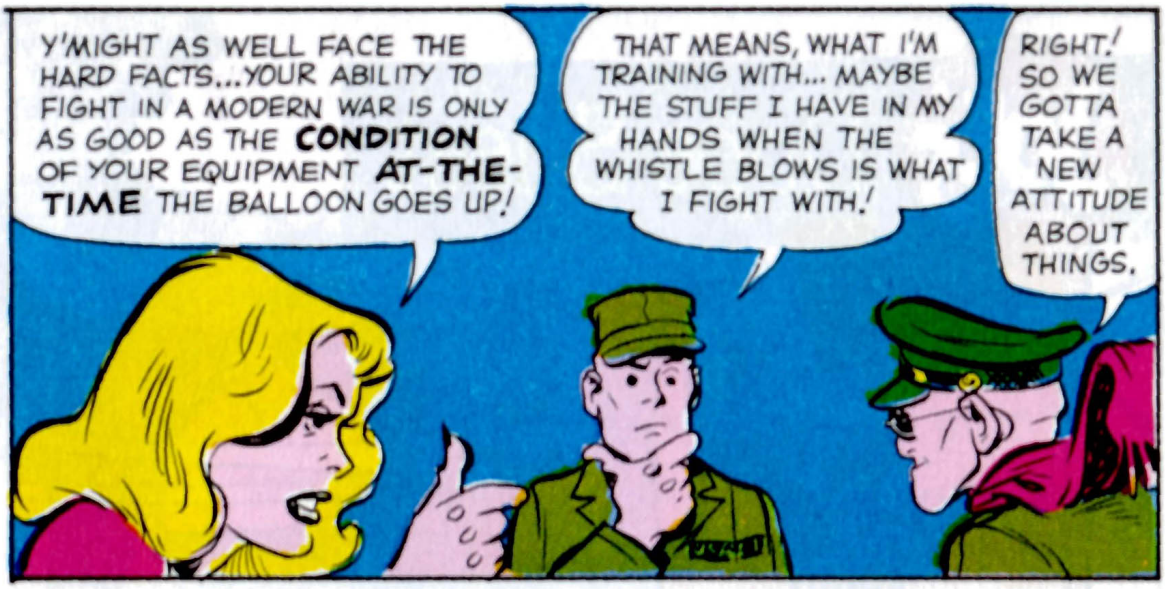
Organization copy—Hold for 90 days—(AR 345-292).
Receipt copy—Discard immediately.
Control copy—Discard immediately unless otherwise directed.
NMP copy—Mail directly to national agency for separate EIR's.
File copy—Goes to your field maintenance people. When a deficiency for which a separate EIR also results in a work request, the File copy of the EIR is attached to the work request.

MR OF SE, PDQ

You may need to latch on to a copy of AR 750-45 (9 Mar 62) as soon as you can, to get the latest word on reporting the **materiel readiness of certain selected equipment.** This report starts out at property book level, so battalions and many separate companies want to grab a look at it.

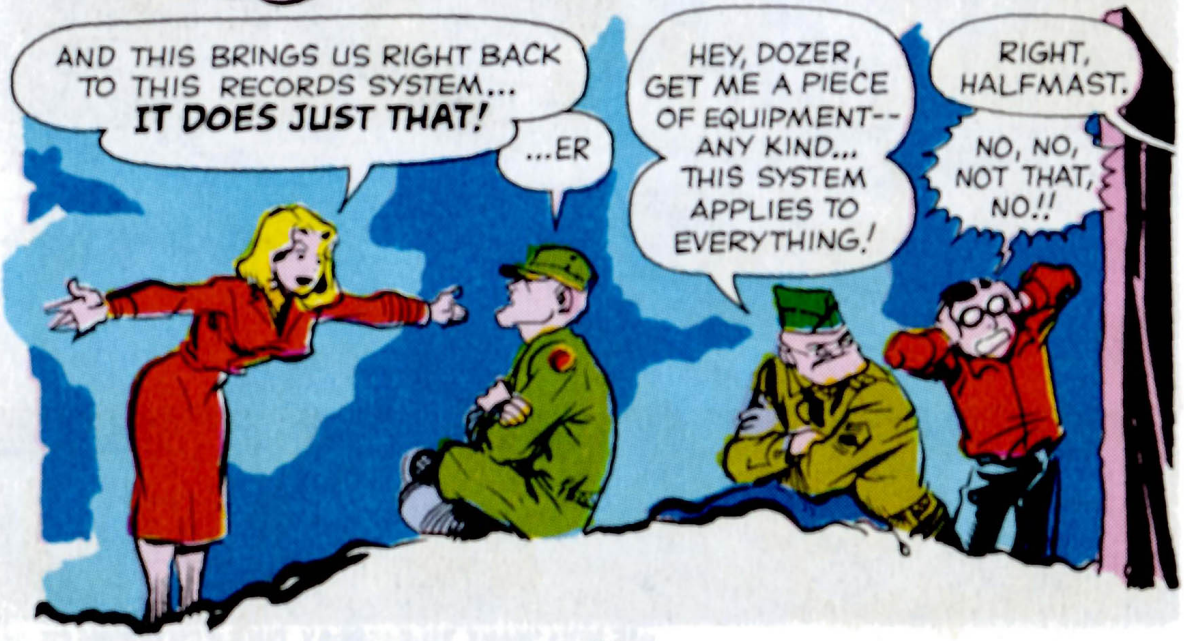

JOE'S DOPE
TITLE "THE ARMY'S EQUIPMENT RECORD SYSTEM"
SCENE 1
TAKE 1
MISS CONNIE RODD!
SGT. HALFMAST!
WINDY WINDSOCK!
ON SET... PLEASE.
PERCY SKONK!
SGT. DOZER!
HERE'S THE SCRIPT... YOU EACH KNOW YOUR PARTS!
NOW, WE OPEN THIS SCENE WITH HALFMAST TALKING TO PVT. SMITH HERE... EVERYBODY ELSE KEEP BACK UNTIL CUED... OKAY... LIGHTS, ACTION, CAMERA... ROLL 'EM! THIS IS A TAKE!
(AHEM)... WELL-AS-YOU-KNOW- SOLDIER, THE ARMY HAS REDESIGNED... AND MODERNIZED ITS SYSTEM OF EQUIPMENT RECORDS AND REPORTS.

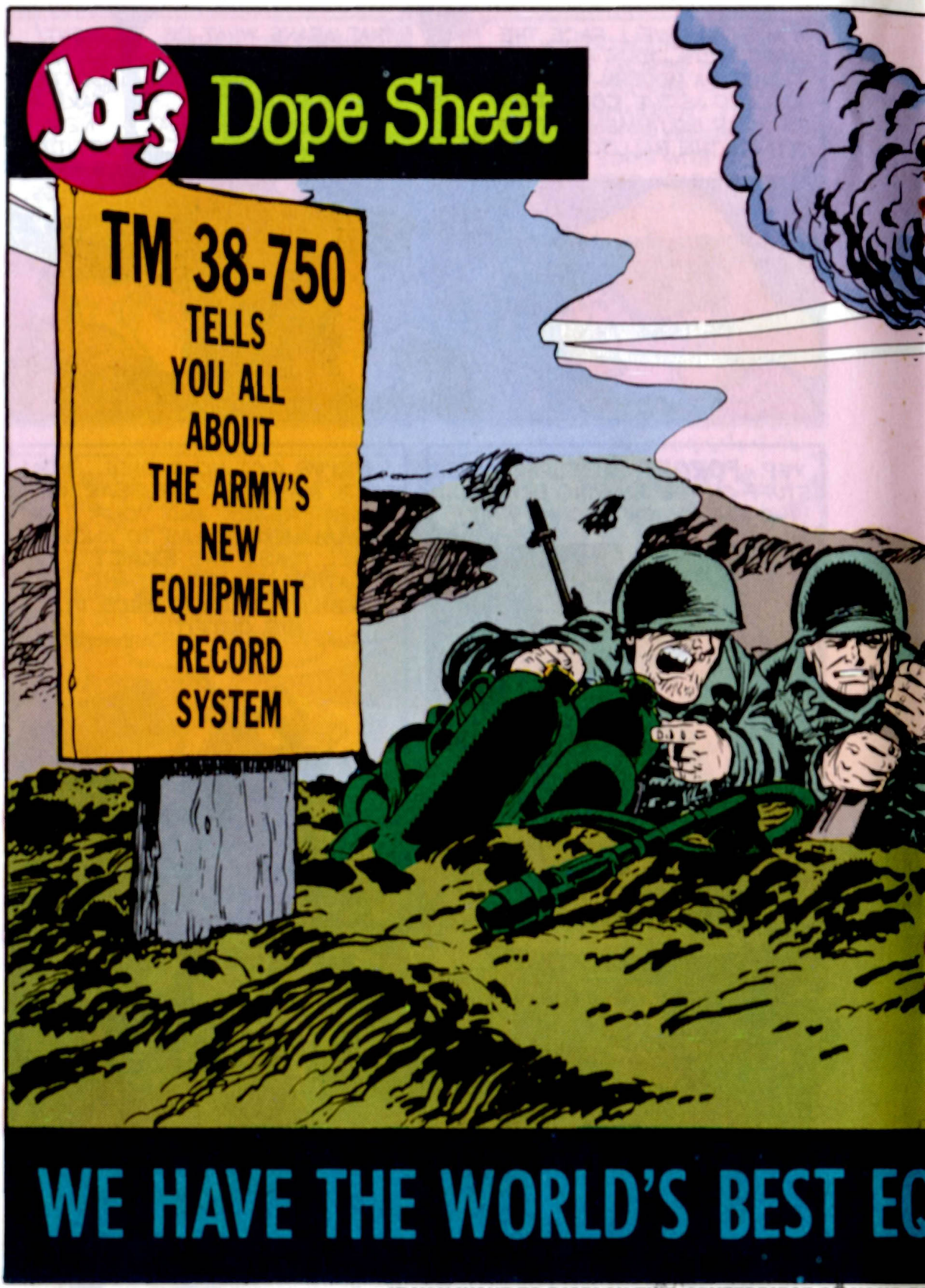
... FROM A POTFULL OF FORMS AND DIRECTIVES DOWN TO A FEW STANDARDIZED ONES. THE KEY TO THE WHOLE SYSTEM IS TM 38-750.
TM38-
AS YOU DO YOUR NORMAL MAINTENANCE CHORES, THIS SYSTEM WILL MAKE IT EASIER FOR YOU TO KEEP A PERMANENT RECORD FOR EACH PIECE OF EQUIPMENT. THIS RECORD STAYS WITH IT FROM FACTORY TO SCRAP HEAP!!... LIKE YOUR MEDICAL RECORDS!
THE HEART OF THIS IS THE 'LOG' ...THIS IS SOMETIMES JUST ONE CARD--OFTEN IT'S A BOOK OF RECORD CARDS!! AS Y'FILL 'EM OUT, THEY KEEP THE CO AND YOU MEN WORKING WITH EQUIPMENT POSTED ON THE CONDITION AND PERFORMANCE OF EACH PIECE!!
SO, WOT'S ALL THIS TO ME?
WHAT'S IT TO YOU?
HEY!! STOP!! WAIT... THIS IS NOT IN THE SCRIPT!!
...MAN, IT IS EVERYTHING TO YOU!!
IT'S BETTER WORKING EQUIPMENT!
AND BETTER EQUIPMENT IN GENERAL.


Y'MIGHT AS WELL FACE THE HARD FACTS...YOUR ABILITY TO FIGHT IN A MODERN WAR IS ONLY AS GOOD AS THE CONDITION OF YOUR EQUIPMENT AT-THE-TIME THE BALLOON GOES UP!
THAT MEANS, WHAT I'M TRAINING WITH... MAYBE THE STUFF I HAVE IN MY HANDS WHEN THE WHISTLE BLOWS IS WHAT I FIGHT WITH!
RIGHT! SO WE GOTTA TAKE A NEW ATTITUDE ABOUT THINGS.

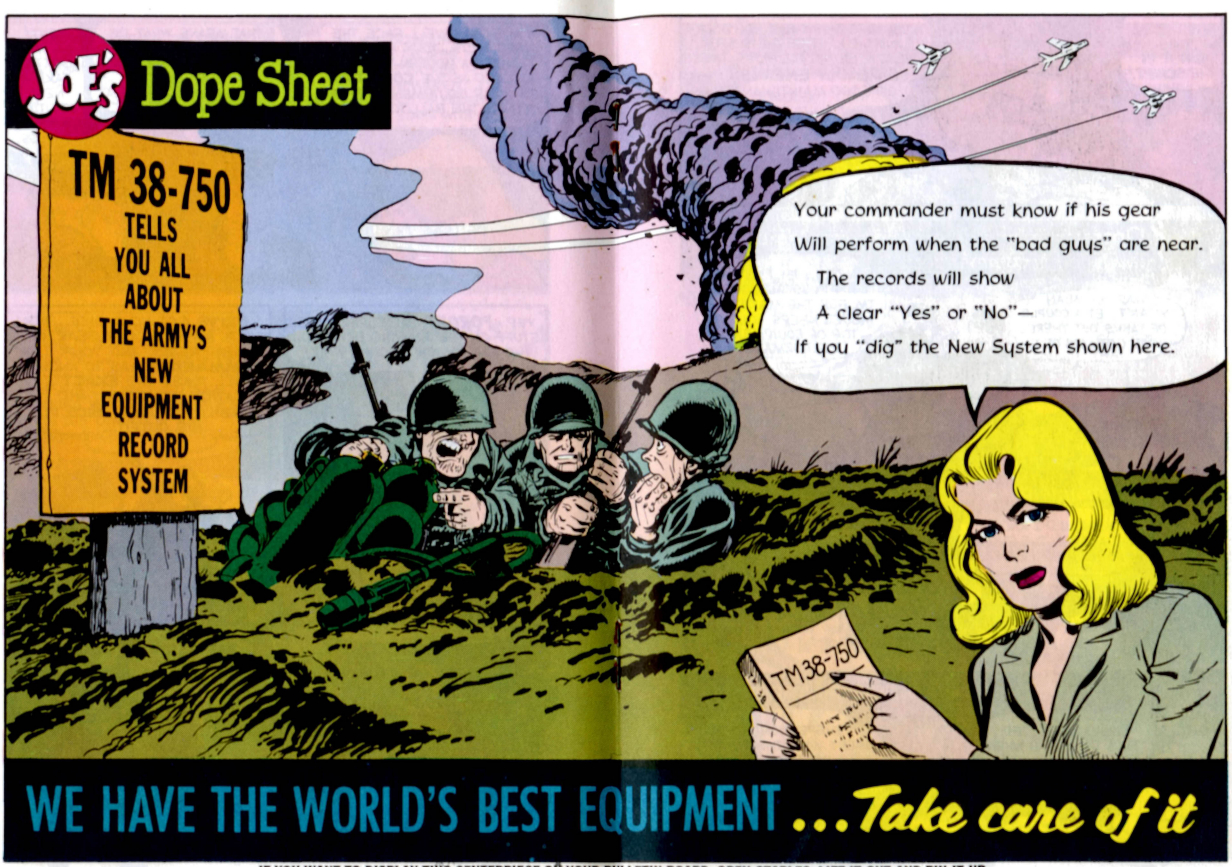
YEP... FORGET THE SUPERDOOPER STUFF ON THE DRAWING BOARDS... THE ENEMY ISN'T GONNA WAIT!

...YOU'VE GOT NO CHOICE... YOU GOTTA MAINTAIN YOUR GEAR AT COMBAT-READY, AND YOUR COMMANDER HAS TO KNOW AT ALL TIMES THE EXACT LOCATION, CONDITION, AND CAPABILITY OF EACH PIECE IN HIS OUTFIT...


AND THIS BRINGS US RIGHT BACK TO THIS RECORDS SYSTEM... IT DOES JUST THAT!
...ER
HEY, DOZER, GET ME A PIECE OF EQUIPMENT-- ANY KIND... THIS SYSTEM APPLIES TO EVERYTHING!
RIGHT, HALFMAST.
NO, NO, NOT THAT, NO!!



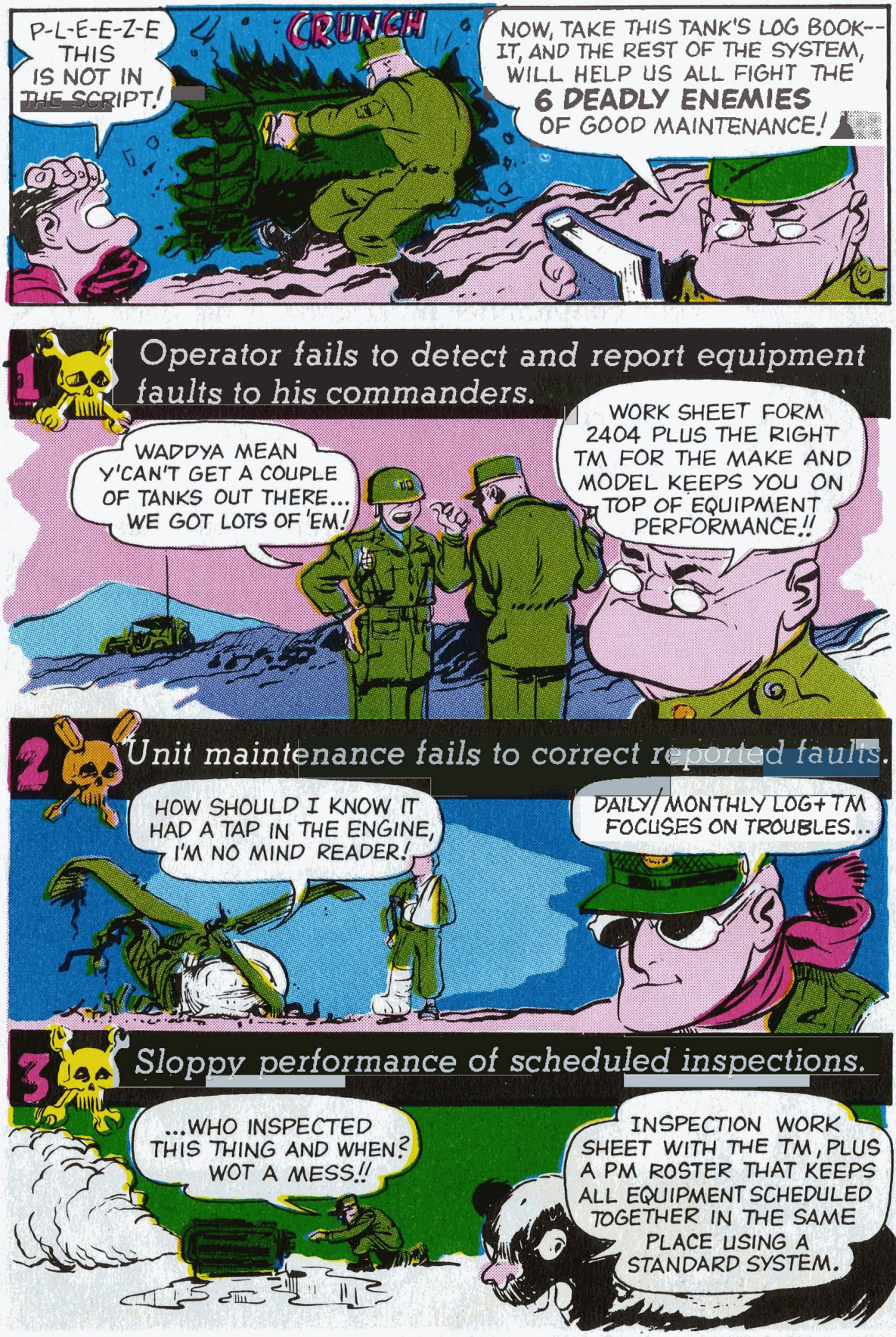
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BU



IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

QUIPMENT ...*Take care of it*

ULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.


P-L-E-E-Z-E THIS IS NOT IN THE SCRIPT!
CRUNCH
NOW, TAKE THIS TANK'S LOG BOOK--IT, AND THE REST OF THE SYSTEM, WILL HELP US ALL FIGHT THE 6 DEADLY ENEMIES OF GOOD MAINTENANCE!
1
Operator fails to detect and report equipment faults to his commanders.
WADDYA MEAN Y'CAN'T GET A COUPLE OF TANKS OUT THERE... WE GOT LOTS OF 'EM!
WORK SHEET FORM 2404 PLUS THE RIGHT TM FOR THE MAKE AND MODEL KEEPS YOU ON TOP OF EQUIPMENT PERFORMANCE!!
2
Unit maintenance fails to correct reported faults.
HOW SHOULD I KNOW IT HAD A TAP IN THE ENGINE, I'M NO MIND READER!
DAILY/MONTHLY LOG+TM FOCUSES ON TROUBLES...
3
Sloppy performance of scheduled inspections.
...WHO INSPECTED THIS THING AND WHEN? WOT A MESS!!
INSPECTION WORK SHEET WITH THE TM, PLUS A PM ROSTER THAT KEEPS ALL EQUIPMENT SCHEDULED TOGETHER IN THE SAME PLACE USING A STANDARD SYSTEM.

4
Continued operation of equipment that needs repair.
I THOUGHT IT'D HOLD OUT ANOTHER WEEK, SURE!
...DEADLINE REPORT AND THE DAILY/MONTHLY LOG WOULDA SAVED YOU...
5
Delays in shop action.
WADDYA MEAN, LAZY... I GOT A STACK OF ASH TRAYS WE MADE OUTTA SHELL CASINGS— THAT TOOK ME A MONTH!
DEADLINE REPORT AND LOGS, PLUS THE 2407'LL HELP YOU CORRECT THAT!
6
Poor supply action.
SURE I GOT A SYSTEM... USE MY INSTINCT, MAN! I-N-S-T-I-N-C-T
THE DEADLINE REPORT, YOUR 2404 AND THE EQUIPMENT'S LOG BEATS INTUITION EVERY TIME!

THAT IS SOME OF THE MORE IMPORTANT THINGS THE SYSTEM WILL DO FOR YOU!
STOP!
LISTEN... YOU RUINED EVERYTHING! THAT WAS NOT THE SCRIPT WE HAD PREPARED!
IT SEEMED TO ME A PRETTY GOOD INTRODUCTION TO THE SYSTEM!
IT DID, SIR?? GEE... WELL GREAT, SURE...
CAN YOU RUN THRU IT AGAIN, SGT. HALFMAST?
SURE, GET YOUR CAMERAS ROLLING!
CAN'T GET IT STARTED, SIR...
BEEN COMPLAININ' ABOUT THE SPROCKET GEAR ON THIS CAMERA FOR MONTHS!
TO WHOM? I NEVER HEARD ABOUT IT!
NEVER MIND THAT! WHEN WAS THE LAST TIME IT WAS IN THE SHOP?
I DUNNO, IT WAS INSPECTED LAST MONTH AND PASSED... BUT I DON'T REMEMBER WHO INSPECTED IT!

When you're assigned to a job as "pilot" on a log book item of Army equipment, you're going to find yourself "going steady" with a book.

It's called the Equipment Log Book. And it's an "assembly," made up of a special binder that wears FSN 7510-889-3494 (QM) and a few insert forms.

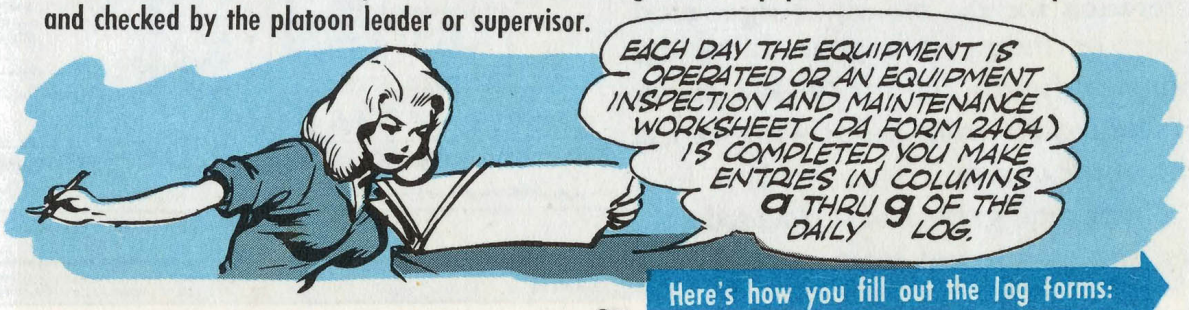
The first form in the log book will be a page of general instructions with an index, DA Form 2408 (or 2408A if it's for administrative-use equipment or aircraft).

The log can be the dispatch authority for tactical equipment. But the Equipment Utilization Record, DA Form 2400, may also be used with tactical equipment if the CO of your outfit sees fit, like it says in para 21a(3) of TM 38-750.

The basic log book for a major item of equipment, is made up a few insert cards. So let's take 'em up as they'll normally appear, when issued with new equipment . . . or made up for equipment now in use.

EQUIPMENT DAILY LOG, DA FORM 2408-1

This form is to be filled in by the man in direct charge of the equipment (commander or operator) and checked by the platoon leader or supervisor.

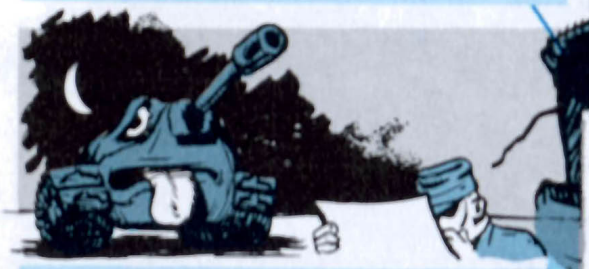


Here's how you fill out the log forms:

EQUIPMENT DAILY LOG,

The first entry will show the hourmeter and odometer reading for the end of the previous month.
Mark it to show it's carried over from the previous month.

Enter the date (day, month, year) in column a, and enter hourmeter and odometer reading in column b.



Enter total gallons of fuel added during the day in column c and enter quarts of oil added to listed components in column d (if no fuel or oil is added leave both c and d blank—no X's, zeros, check marks or lines). Other components that may need oil should be written in blank spaces in the heading of column d. Oil changes go on 2408-2.

Mileage (or hours of operation) when next lubrication is due may be entered on lower right-hand corner of form if desired (or required by local SOP).

1. NOMENCLATURE: Tank, 90MM Gun, M48A2

DATE OF ENTRY	READING HOURS/MILES	TOTAL FUEL ADDED (Gal)	OIL ADDED (Qt) ENGINES	TRANSMISSION	Final Drives	Turret Hydraulic	WERE THERE ANY UNCORRECTED DEFICIENCIES OR SHORTCOMINGS IN COLUMN C, DA FORM 2404? (Check One) YES	NO
a	b	c						
2 Jan 62	361/1606	(Mileage from Dec)						✓
4 Jan 62	367/1628	53						✓
11 Jan 62	368/1635	40						✓
17 Jan 62	370/1641						✓	
22 Jan 62	373/1648		2			1		✓
30 Jan 62	376/1674	45		2	2			✓

EQUIPMENT DAILY OR MONTHLY LOG (TM 38-750)

DA FORM 2408-1 1 APR 62 — REPLACES DA FORM 2408 (TEST), 1 JUNE 61 (TEST), 1 JUNE 61, WHICH ARE OBSOLETE.

This form is the same one that's used for the daily log, except that on this one you check "monthly" in section 3. The equipment commander or operator computes and makes the entries on this form at the end of each month.

Each month enter the date (month and year) and the hours or miles of operation for the month. To get total hours or miles from your daily log, subtract the reading for the beginning of the month from the reading at the end of the month.

Enter total gallons of fuel added during the month and total quarts of oil

EQUIPMENT MONTHLY LOG,

1. NOMENCLATURE: Tank, 90MM Gun, M48A2

DATE OF ENTRY	READING HOURS/MILES	TOTAL FUEL ADDED (Gal)	OIL ADDED (Qt) ENGINES	TRANSMISSION	Final Drives	Turret Hydraulic	WERE THERE ANY UNCORRECTED DEFICIENCIES OR SHORTCOMINGS IN COLUMN C, DA FORM 2404? (Check One) YES	NO
a	b	c						
Jan 62	13/68	138	2	2	2	1		

EQUIPMENT DAILY OR MONTHLY LOG (TM 38-750)

DA FORM 2408-1 1 APR 62 — REPLACES DA FORM 2408 (TEST), 1 JUNE 61 (TEST), 1 JUNE 61, WHICH ARE OBSOLETE.

The first entry will show the hourmeter and odometer reading for the end of the previous month.
Mark it to show it's carried over from the previous month.

Enter the date (day, month, year) in column a, and enter hourmeter and odometer reading in column b.

Enter total gallons of fuel added during the day in column c and enter quarts of oil added to listed components in column d (if no fuel or oil is added leave both c and d blank—no X's, zeros, check marks or lines). Other components that may need oil should be written in blank spaces in the heading of column d. Oil changes go on 2408-2.

Mileage (or hours of operation) when next lubrication is due may be entered on lower right-hand corner of form if desired (or required by local SOP).

EQUIPMENT DAILY LOG,

DA FORM 2408-1

Make a check (✓) under column e to indicate whether equipment has an uncorrected shortcoming or a deficiency. If check indicates no deficiencies in column e, the crew chief or operator makes a check in column f and signs the entry in column g. But when a deficiency is noted in column e, the number of days the equipment is non-operational will be entered in column h, and the entry will then be signed by the mechanic or motor sergeant of the organization when the deficiency is corrected.

Nomenclature of the equipment and registration or serial number are written in at the top of the form.

This form is the same one that's used for the daily log, except that on this one you check "monthly" in section 3. The equipment commander or operator computes and makes the entries on this form at the end of each month.

Each month enter the date (month and year) and the hours or miles of operation for the month. To get total hours or miles from your daily log, subtract the reading for the beginning of the month from the reading at the end of the month.

Enter total gallons of fuel added during the month and total quarts of oil added during the month to each of the components (the same ones listed on the daily log). If none was added, leave space blank.

Total days the equipment was non-operational (deadlined) during the month will be entered in column h and the entry will be signed by the equipment commander or operator.

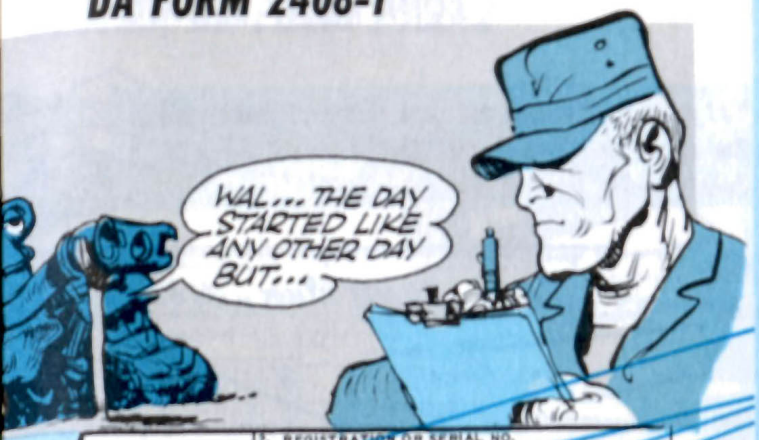
After the daily log data totals are transferred to the monthly log, any daily log forms that are completely filled in (both sides) will be destroyed. But take care you don't toss 'em away before the info is transferred.

EQUIPMENT MONTHLY LOG,

DA FORM 2408-1

MORE

DA FORM 2408-1



Make a check (√) under column e to indicate whether equipment has an uncorrected shortcoming or a deficiency. If check indicates no deficiencies in column e, the crew chief or operator makes a check in column f and signs the entry in column g. But when a deficiency is noted in column e, the number of days the equipment is non-operational will be entered in column h, and the entry will then be signed by the mechanic or motor sergeant of the organization when the deficiency is corrected.

2. REGISTRATION OR SERIAL NO. 9-B 2327

CHECK BELOW IF EQUIPMENT IS OPERATIONAL	SIGNATURE OF OPERATOR OR CREW CHIEF	INDICATE NUMBER OF DAYS NON-OPERATIONAL AND SIGN BELOW WHEN EQUIPMENT IS AGAIN OPERATIONAL	
		NO. DAYS	SIGNATURE
✓	Martin Kaster		
✓	Robert Shaw		
✓	Robert Shaw		
	Robert Shaw	1	Carl Cook Bn Maint, 4/33rd Arm
✓	Edwin Hall		
✓	Robert Shaw		

DAILY

3. TYPE OF LOG ☑ DAILY ☐ MONTHLY

AND DA FORM 2408-1 FECTIVE 1 JULY 62.

Nomenclature of the equipment and registration or serial number are written in at the top of the form.

DA FORM 2408-1

2. REGISTRATION OR SERIAL NO. 9-B 2327

CHECK BELOW IF EQUIPMENT IS OPERATIONAL	SIGNATURE OF OPERATOR OR CREW CHIEF	INDICATE NUMBER OF DAYS NON-OPERATIONAL AND SIGN BELOW WHEN EQUIPMENT IS AGAIN OPERATIONAL	
		1	Robert Shaw

MONTHLY

3. TYPE OF LOG ☐ DAILY ☐ MONTHLY

AND DA FORM 2408-1 FECTIVE 1 JULY 62.

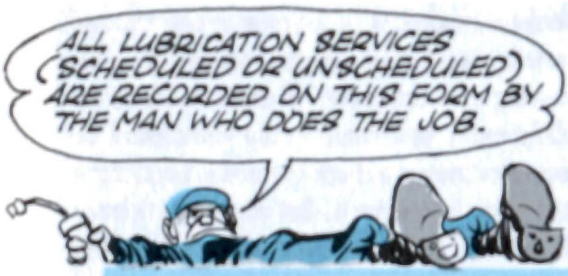
added during the month to each of the components (the same ones listed on the daily log). If none was added, leave space blank.

Total days the equipment was non-operational (deadlined) during the month will be entered in column h and the entry will be signed by the equipment commander or operator.

After the daily log data totals are transferred to the monthly log, any daily log forms that are completely filled in (both sides) will be destroyed. But take care you don't toss 'em away before the info is transferred.

PS MORE

EQUIPMENT LUBRICATION

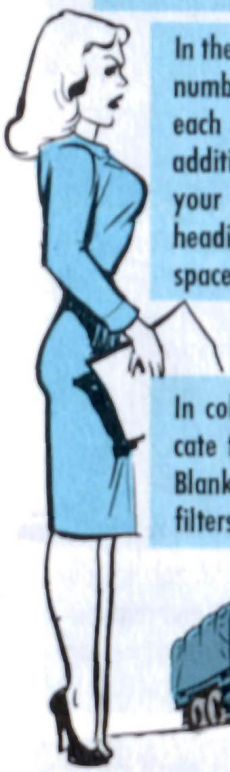


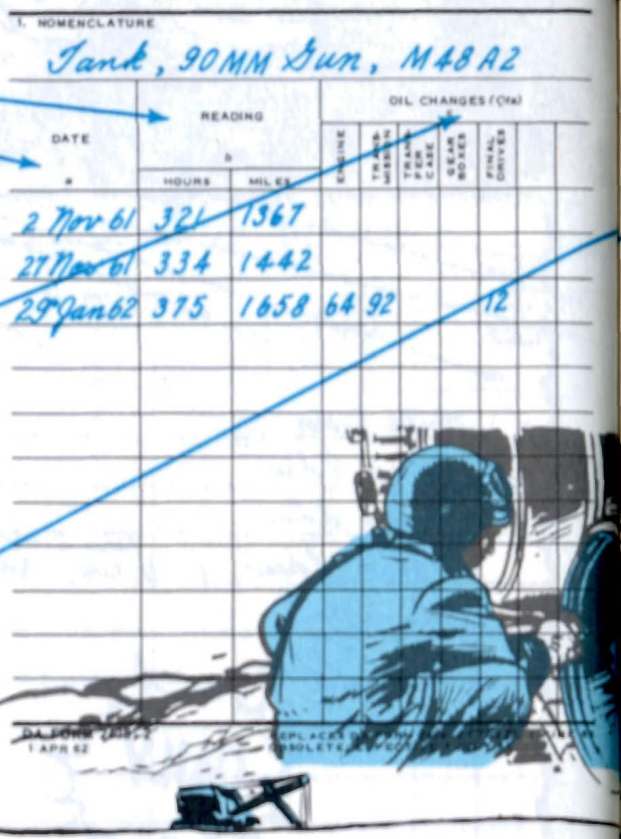
You enter the number and date of the LO that's used in the upper right-hand corner of the form (Block 3). If there's no LO, leave it blank.

Enter the day, month and year of the lube service (a) and the hourmeter or odometer reading (b).

In the "oil change" column (c), enter the number of quarts of oil used to refill each component of the equipment (add additional components as required for your equipment in blank spaces in the heading). If none was added, leave space blank.

In column d, enter "S" or "C" to indicate the filter was serviced or changed. Blanks are provided for listing additional filters that may be on the equipment.



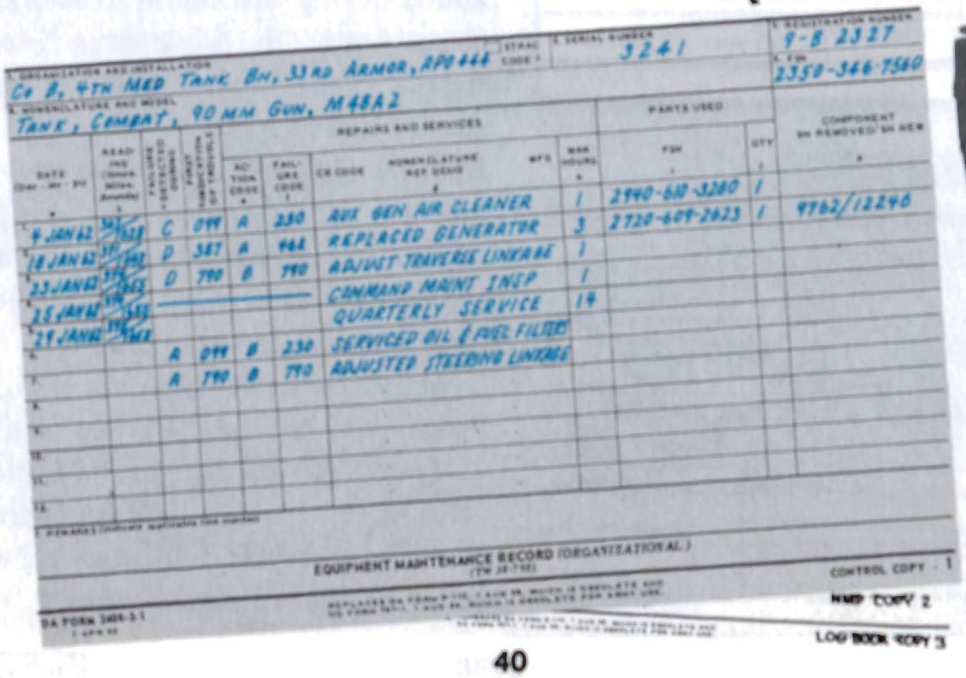

1. NOMENCLATURE

Tank, 90MM Gun, M48A2

DATE a	READING b HOURS	READING b MILES	OIL CHANGES (Qts) c ENGINE	TRANSMISSION	TRANSFER CASE	GEAR BOXES	FINAL DRIVES
2 Nov 61	321	1367					
27 Nov 61	334	1442					
29 Jan 62	375	1658	64	92			12

DA FORM 2408-2
1 APR 62

EQUIPMENT MAINTENANCE


1. ORGANIZATION AND INSTALLATION: Co B, 4TH MED TANK BN, 33RD ARMOR, APO 444
2. STRAC CODE
3. SERIAL NUMBER: 3241
4. REGISTRATION NUMBER: 9-B 2327
5. FSN: 2350-346-7560
6. NOMENCLATURE AND MODEL: TANK, COMBAT, 90 MM GUN, M48A2

DATE (Day - Mo - Yr) a	READING (Comp. Miles, Hours) b	FAILURE DETECTED DURING c	FIRST INDICATION OF TROUBLE d	REPAIRS AND SERVICES: ACTION CODE e	FAILURE CODE f	CR CODE	NOMENCLATURE REF DESIG g	MFG	MAN HOURS h	PARTS USED: FSN i	QTY j	COMPONENT SN REMOVED/SN NEW k
4 JAN 62	362/628	C	099	A	230		AUX GEN AIR CLEANER		1	2940-610-3280	1	
18 JAN 62	391/642	D	387	A	462		REPLACED GENERATOR		3	2720-609-2623	1	9762/12246
23 JAN 62	375/655	D	790	B	790		ADJUST TRAVERSE LINKAGE		1			
25 JAN 62	376/655						COMMAND MAINT INSP		1			
29 JAN 62	378/662						QUARTERLY SERVICE		14			
		A	099	B	230		SERVICED OIL & FUEL FILTERS					
		A	790	B	790		ADJUSTED STEERING LINKAGE					

REMARKS (Indicate applicable line number)

EQUIPMENT MAINTENANCE RECORD (ORGANIZATIONAL)
(TM 38-750)

CONTROL COPY - 1
NMP COPY 2
LOG BOOK COPY 3

DA FORM 2408-2-1
1 APR 62

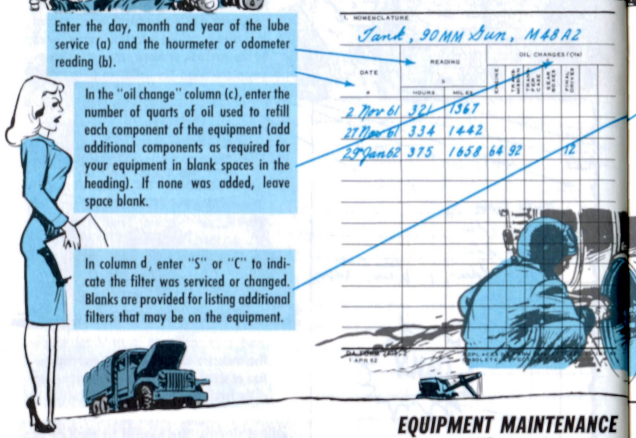
EQUIPMENT LUBRICATION RECORD, DA FORM 2408-2

You enter the number and date of the LO that's used in the upper right-hand corner of the form (Block 3). If there's no LO, leave it blank.

Enter the day, month and year of the lube service (a) and the hourmeter or odometer reading (b).

In the "oil change" column (c), enter the number of quarts of oil used to refill each component of the equipment (add additional components as required for your equipment in blank spaces in the heading). If none was added, leave space blank.

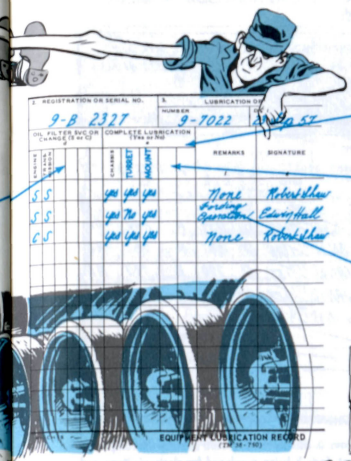
In column d, enter "S" or "C" to indicate the filter was serviced or changed. Blanks are provided for listing additional filters that may be on the equipment.



Write "yes" or "no" to indicate whether a complete lubrication service has been done on components listed in column e (a complete lubrication means servicing all points listed in the equipment LO).

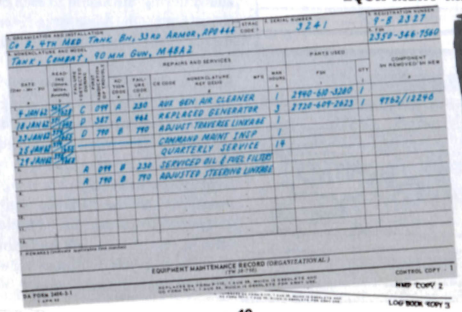
If there're additional components to be lubed, write 'em in the blank spaces in the heading.

Write any comments such as special conditions or reasons for the service (like "after fording") in the space for "remarks" and sign in the last column.



Filled in lubrication record forms will be destroyed one year after the date of the last entry on 'em (AR 345-292). Also, check your local SOP.

EQUIPMENT MAINTENANCE RECORD (ORGANIZATIONAL) DA FORM 2408-3-1 OR DA FORM 2408-3

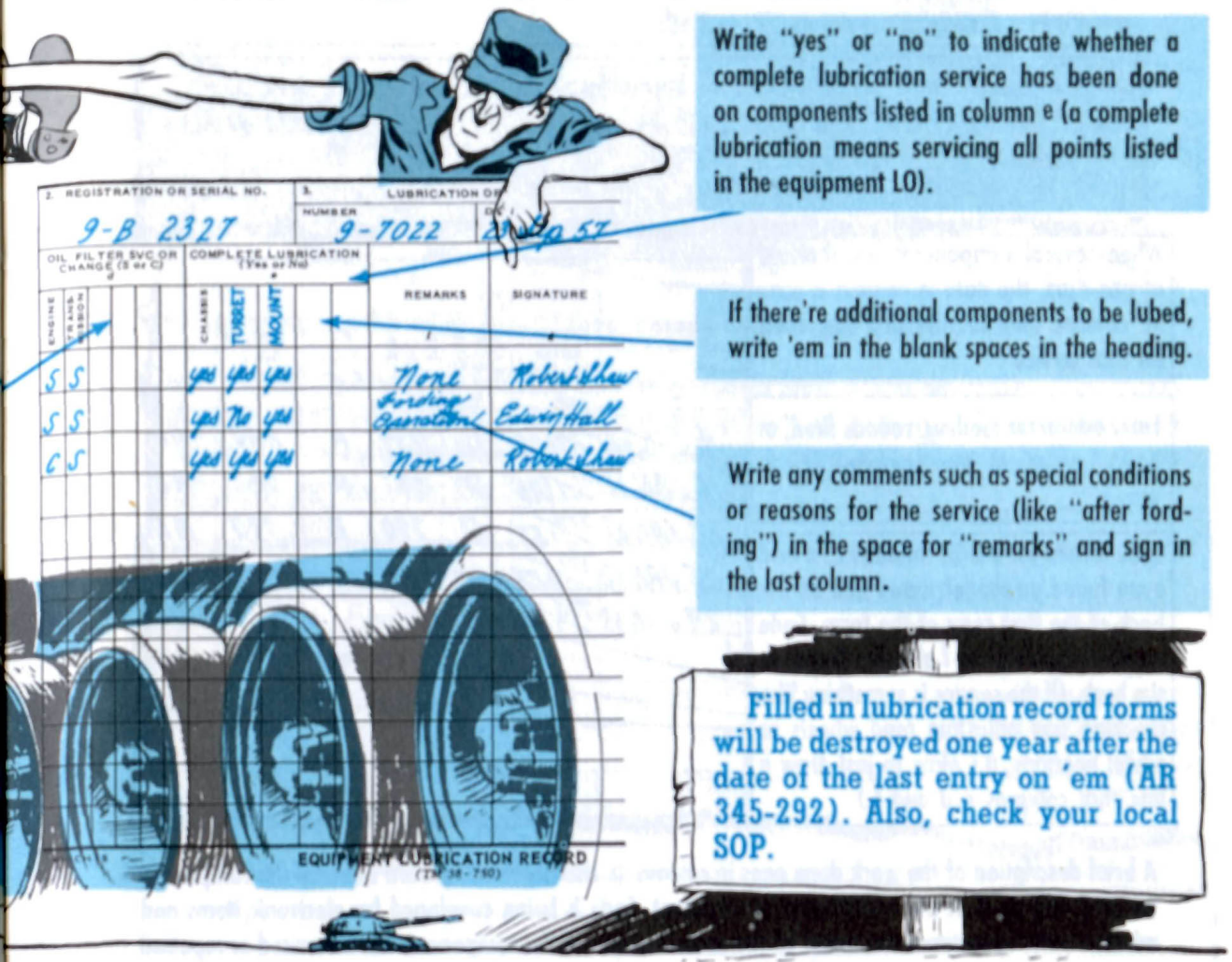


Your equipment log will carry either DA Form 2408-3-1 or DA Form 2408-3. You'll find the selected list of equipment items that get the -3-1, three-copy form in Appendix III of TM 38-750.

When you're using DA Form 2408-3-1, the white control copy (No. 1) is for use by higher headquarters. The yellow copy is to be folded and mailed to the national agency. (On missile or electronic equipment mail weekly or when filled in, on other items mail quarterly or when filled in, whichever comes first.) The white log book copy (No. 3) stays in the log.

MORE

RECORD, DA FORM 2408-2



Write "yes" or "no" to indicate whether a complete lubrication service has been done on components listed in column e (a complete lubrication means servicing all points listed in the equipment LO).

If there're additional components to be lubed, write 'em in the blank spaces in the heading.

Write any comments such as special conditions or reasons for the service (like "after fording") in the space for "remarks" and sign in the last column.

Filled in lubrication record forms will be destroyed one year after the date of the last entry on 'em (AR 345-292). Also, check your local SOP.

RECORD (ORGANIZATIONAL) DA FORM 2408-3-1 OR DA FORM 2408-3

Your equipment log will carry either DA Form 2408-3-1 or DA Form 2408-3. You'll find the selected list of equipment items that get the -3-1, three-copy form in Appendix III of TM 38-750.

When you're using DA Form 2408-3-1, the white control copy (No. 1) is for use by higher headquarters. The yellow copy is to be folded and mailed to the national agency. (On missile or electronic equipment mail weekly or when filled in, on other items mail quarterly or when filled in, whichever comes first.) The white log book copy (No. 3) stays in the log.

P3 MORE

Five entries are required at the top of this form: (1) Organization that has the equipment and installation where located, (2) serial number, and (3) registration number (4) nomenclature, and (5) FSN. STRAC units make an "X" in Block 1.

1. ORGANIZATION AND INSTALLATION	STRAC	2. SERIAL NUMBER	3. REGISTRATION NUMBER
Co B, 4TH MED TANK BN, 33RD ARMOR, APO 444	CODE 1	3241	9-B 2327
4. NOMENCLATURE AND MODEL			5. FSN
TANK, COMBAT, 90 MM GUN, M48A2			2350-346-7560

				REPAIRS AND SERVICES						PARTS USED		
DATE (Day - Mo - Yr) a	READING (Hours, Miles, Rounds) b	FAILURE DETECTED DURING c	FIRST INDICATION OF TROUBLE d	ACTION CODE e	FAILURE CODE f	CB CODE	NOMENCLATURE REF DESIG g	MFG	MAN HOURS h	FSN i	QTY j	COMPONENT SN REMOVED/SN NEW k

When several components are serviced at one time, the date in column a may be entered only on the first line used for that service

Enter odometer reading, rounds fired, or hours equipment was operated in column b.

Code letters for use in columns c, d and e are found on the left-hand side on the back of the first copy of the form. Code numbers for column f also are listed on the back. (If the service is something like checking and adjusting road wheels or wheel bearings, it's okay to just draw a line thru columns c, d and f.)

	DATE (Day - Mo - Yr) a	READING (Hours, Miles, Rounds) b	FAILURE DETECTED DURING c	FIRST INDICATION OF TROUBLE d	ACTION CODE e	FAILURE CODE f	CB C
1.	4 JAN 62	367/1628	C	099	A	230	AC
2.	18 JAN 62	371/1643	D	387	A	462	RE
3.	23 JAN 62	374/1655	D	790	B	790	AD
4.	25 JAN 62	374/1655					CO
5.	29 JAN 62	375/1658					QC
6.			A	099	B	230	SE
7.			A	790	B	790	ADJ
8.							
9.							
10.							

A brief description of the work done goes in column g. Usually the one-word name of the component serviced will do it. A CB (component breakdown) Code is being developed for electronic items and missiles only. Sometimes the name of the manufacturer of the component that's serviced or repaired may be needed to pinpoint the problem. Contract number or order number from equipment nameplate may help to identify it. (See form on page 40).

Enter total man-hours in column h, the FSN (1) and quantity of parts used (j), and the serial number of a component removed and the serial number of the component installed to replace it (if they've got numbers) in column k, with a slash between the numbers. (See form on page 40).

Remarks, keyed to the line they refer to, go at the bottom. (When organizational maintenance is performed by field maintenance units on their own equipment and recorded on DA Form 2407, the DA Form 2408-3-1 oughta have this entry under Remarks, like so:

12.

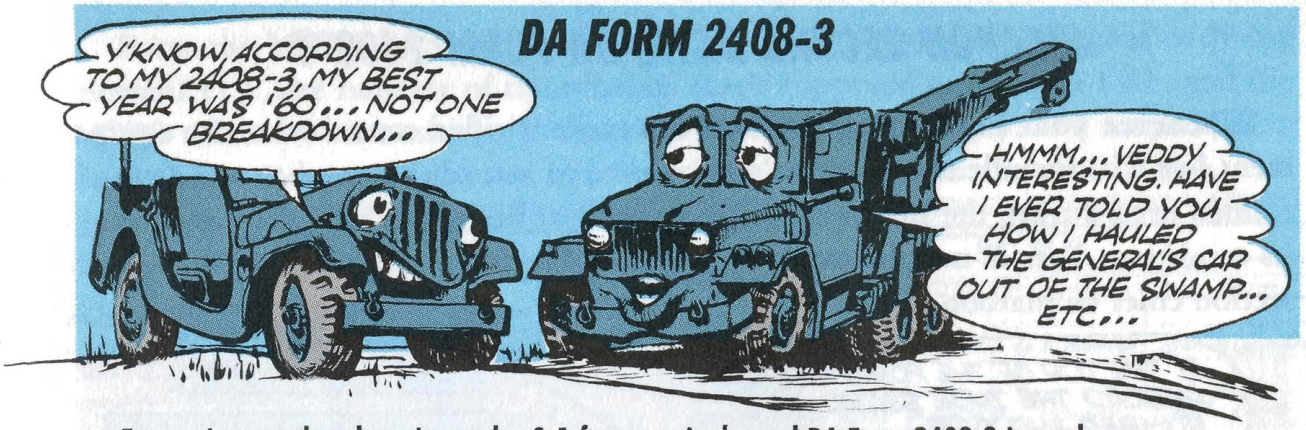
1. REMARKS (Indicate applicable line number)

LINE 4 REPORTED ON DA FORM 2407

EQUIPMENT MAINTENANCE (TM

DA FORM 2408-3-1
1 APR 62

REPLACES DA FORM 9-110, 1 A
DD FORM 787-1, 1 AUG 54, WHIC



For equipment that doesn't get the -3-1 form, a single card DA Form 2408-3 is used.

Enter the date, hourmeter or odometer reading or rounds fired, a brief description of the service or repair, man-hours, and FSN or part number and quantity of parts used. Then indicate under "remarks" if an Equipment Improvement Recommendation (Section III DA Form 2407) was submitted and sign the entry (mechanic or supervisor).

1. NOMENCLATURE: TRUCK, UTILITY, ¼-TON, 4×4, M38A1

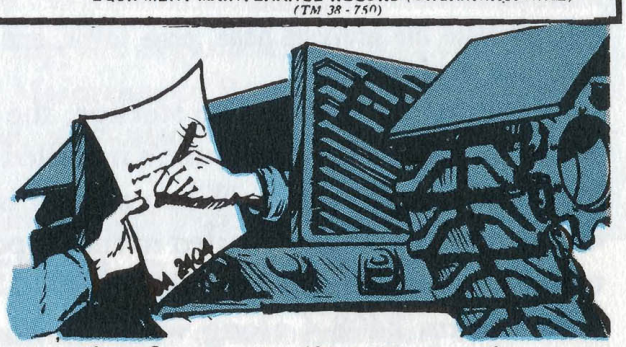
2. REGISTRATION OR SERIAL NUMBER: 6-B-4362

DATE a	READING (Hours, Miles, or Rds Fired) b	REPAIRS AND SERVICES ACCOMPLISHED c	MAN HOURS d	PARTS USED: FSN OR PART NUMBER e	PARTS USED: QTY f	REMARKS g	SIGNATURE h
4 JAN 62	22106	REPLACED GENERATOR	2	6115-737-4760	1		Aubrey Crowe
11 JAN 62	22341	QUARTERLY SERVICE	4				Porter Hodge
29 JAN 62	22380	ADJUSTED BRAKES	1				Aubrey Crowe
8 FEB 62	22421	ADJUSTED FAN BELT	0:10				Aubrey Crowe

DA FORM 2408-3 1 APR 62 — REPLACES DA FORM 2409-3 (TEST), 1 JUNE 61, WHICH IS OBSOLETE. EFFECTIVE 1 JULY 62. — EQUIPMENT MAINTENANCE RECORD (ORGANIZATIONAL) (TM 38-750)

Whichever organizational equipment maintenance record form is used, it's to be filled in by the mechanic who performs the service or repair. And it's used whenever an organization maintenance service or repair is required—at periodic intervals or in between. And a copy stays with the equipment log until the equipment gets a depot overhaul or rebuild.

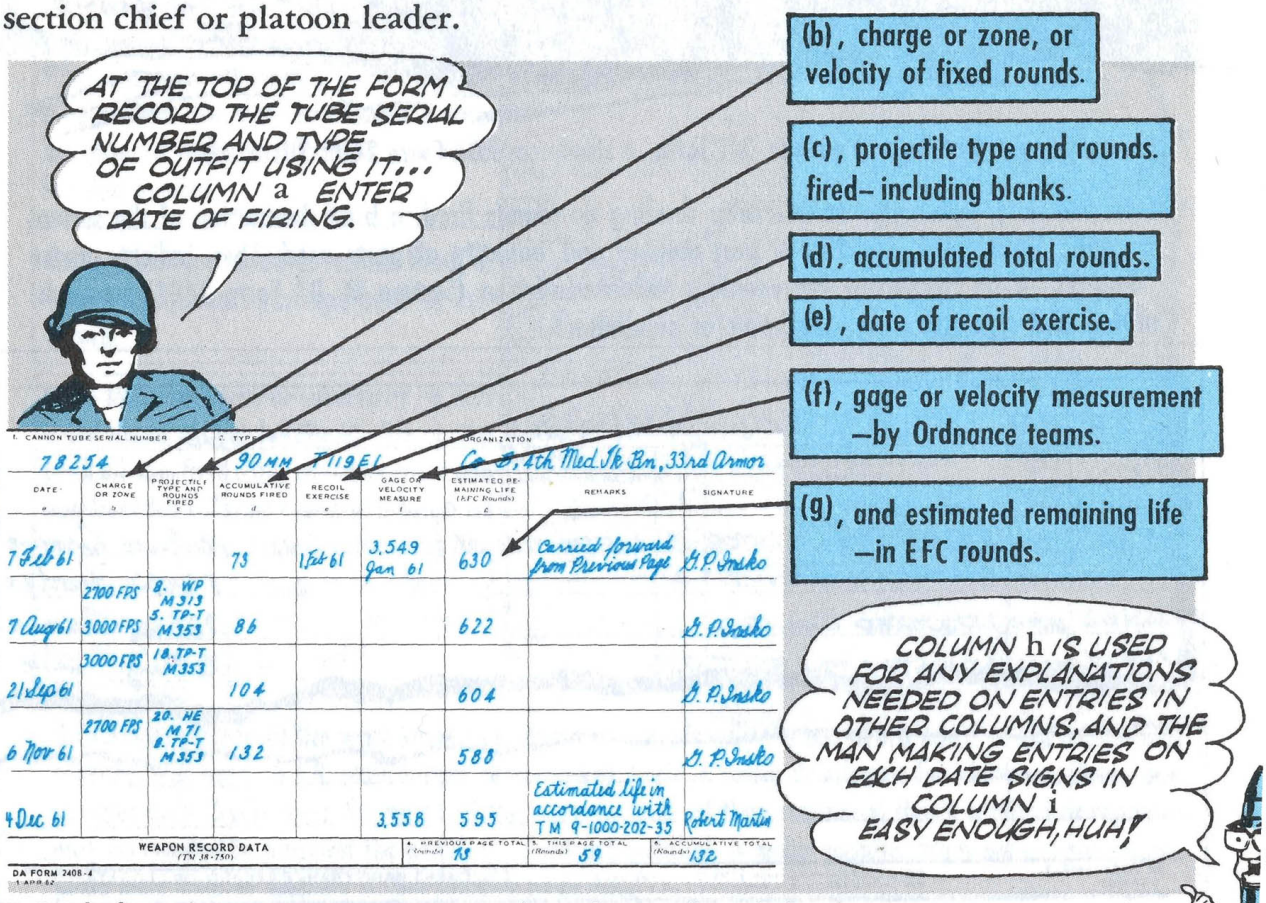
In addition, all inspections of the equipment (annual, command, spot check) will be recorded on the DA Form 2408-3 or DA Form 2408-3-1 on the first open line. Enter the type of inspection in the "repairs and services" column. Entries in other columns will be made by the inspector. Any faults detected will have been recorded on a DA Form 2404, completed in the usual way (See page 18).



P.S. MORE

WEAPON RECORD DATA, DA FORM 2408-4

Whenever your equipment includes or carries a rifled canon tube, the equipment log will include this form. It's to be used to record the number and type of rounds fired during the life of the tube, cannon or liner, and to make a record of its condition. Entries may be made by a tank commander, f'rinstance, or by the section chief or platoon leader.



1. CANNON TUBE SERIAL NUMBER: 78254 — 2. TYPE: 90 MM T119E1 — ORGANIZATION: Co B, 4th Med Tk Bn, 33rd Armor

DATE a	CHARGE OR ZONE b	PROJECTILE TYPE AND ROUNDS FIRED c	ACCUMULATIVE ROUNDS FIRED d	RECOIL EXERCISE e	GAGE OR VELOCITY MEASURE f	ESTIMATED REMAINING LIFE (EFC Rounds) g	REMARKS h	SIGNATURE i
7 Feb 61			73	15 Feb 61	3,549 Jan 61	630	Carried forward from Previous Page	G. P. Insko
7 Aug 61	2700 FPS 3000 FPS	8. WP M313 5. TP-T M353	86			622		G. P. Insko
21 Sep 61	3000 FPS	18. TP-T M353	104			604		G. P. Insko
6 Nov 61	2700 FPS	20. HE M71 8. TP-T M353	132			588		G. P. Insko
4 Dec 61					3,558	595	Estimated life in accordance with TM 9-1000-202-35	Robert Martin

WEAPON RECORD DATA (TM 38-750) — a. PREVIOUS PAGE TOTAL (Rounds) 73 — b. THIS PAGE TOTAL (Rounds) 59 — c. ACCUMULATIVE TOTAL (Rounds) 132

DA FORM 2408-4

Totals from the previous page, page totals, and over-all totals for the equipment get entered at the bottom of the form.

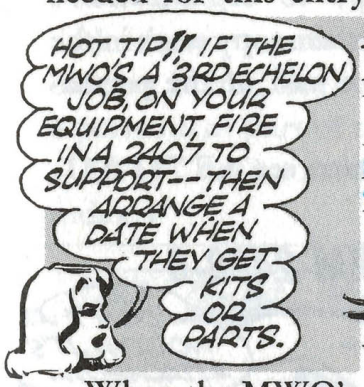
If the tube's switched to storage, the form's removed from the log and stored with the tube. When the tube's installed on a new carriage, the form's put in the log for the new carrier. When a form is filled on both sides, or the tube is condemned the form gets mailed to the responsible national agency. (Before mailing, transfer column totals to new form.)

DA Form 2408-4 along with DA Form 2408-9 replaces the Weapon Record Book, DA Form 9-13 and DA Form 9-13-1.

EQUIPMENT MODIFICATION RECORD, DA FORM 2408-5

All authorized modifications of the equipment are entered on this form. And the owning organization or outfit fills in the info on the left side of the form as soon as the MWO is received, no matter who's supposed to do the modification job (current MWO's are found in DA Pam 310-4).

Enter the MWO number (a), date of the MWO (b), U for urgent or N for normal (c), the number of the echelon that's supposed to apply it (d), and the MWO title and kit number—if there's a kit with an FSN (e). If a second line's needed for this entry, draw a line thru other columns on the second line.



1. NOMENCLATURE: TANK, 90MM GUN, M48A2 — 2. REGISTRATION OR SERIAL NUMBER: 9-B 2327

MODIFICATIONS REQUIRED					MODIFICATIONS COMPLETED			
MWO NR. a	DATE OF MWO (Day/Mo/Yr) b	PRIORITY c	ECH d	MWO TITLE AND KIT NUMBER(S) e	DATE MWO APPLIED (Day/Mo/Yr) f	MAN HRS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application)
9-2300-202-20	28 SEP 59	N	2	TRACK TENSION IDLERS	16 FEB 60	2	Co B 34TH ARMOR	Martin Koster
9-2805-206-35/1	7 JAN 60	U	3	FAN DRIVE AND ROTOR 2930-691-1378				
CHANGE 1 9-2805-206-35/1	8 JUL 60	U	3	FAN DRIVE AND ROTOR	26 AUG 60	25	16TH Ord	Carl Cook

DA FORM 2408-5, 1 APR 62 — EQUIPMENT MODIFICATION RECORD (TM 38-750)

When the MWO's applied, enter—on the right side of the form—the date (f), the man-hours required (g), and the shop or organization that applied the MWO. This entry is completed and signed by a representative of the organization that applies the MWO. This form is a permanent part of the equipment log.

EQUIPMENT MAINTENANCE RECORD (SUPPORT ECHELONS—FIELD AND DEPOT), DA FORM 2408-6

1. NOMENCLATURE: Tank, 90 MM Gun, M48A2 — 2. REGISTRATION OR SERIAL NUMBER: 9-B 2327

DATE a	READING (Hours, Miles, or Rounds Fired) b	REPAIRS AND SERVICES ACCOMPLISHED c	MAN HOURS d	PARTS USED FSN OR PART NUMBER e	PARTS USED QTY f	REMARKS g	SIGNATURE AND ORGANIZATION h
17 Oct 61	312/1340	TB 9-1000-220-35	8				James Chenault Post Ord
		Replace Ammo box mounting studs	7				
4 Nov 61	324/1372	Repair short in firing circuit	4				P.C. Martin Ord Asst

DA FORM 2408-6, 1 APR 62 — REPLACES DA FORMS 2409-4 (TEST), 1 JUN 61; 2409-5 (TEST), 1 JUN 61; AND 2409-6 (TEST), 1 JUN 61, WHICH ARE OBSOLETE, EFFECTIVE 1 JUL 62. — EQUIPMENT MAINTENANCE RECORD (Support Echelons - Field & Depot) (TM 38-750)

This form is the responsibility of the support organization (field and depot)—**not the user.** Its info comes from the Maintenance Request, DA Form 2407. It's signed by the mechanic or supervisor, who also writes in the organization making the repair.

This form stays with the equipment until depot overhaul or rebuild.

EQUIPMENT TRANSFER RECORD, DA FORM 2408-7

This four-copy form is used to record any transfer of accountability for "selected items" of equipment which have log books. This means any transfer or shipment to another organization, salvage, disposal or loss in combat. It's **not** used for equipment on loan or evacuated for repair.

Normally, the outfit where the equipment's coming from prepares the form, if delivery is direct to receiver. (The form will be executed by both the source and the receiver if delivered thru a transportation organization or by common carrier.)

P.S. MORE

Block 1 lists the organization issuing or receiving the equipment. Block 10 gives the receiving organization and Block 11 shows the original source. Block 9 is used to record changes in attachments on the equipment.

Block 12 shows the date of the transfer, or—in case of an attachment replacement—the date of the replacement.

The four copies are distributed like so: Blue copy to supporting field maintenance; yellow copy to national agency; white control copy to organization's major command; white copy stays in the equipment log as a part of the permanent record.

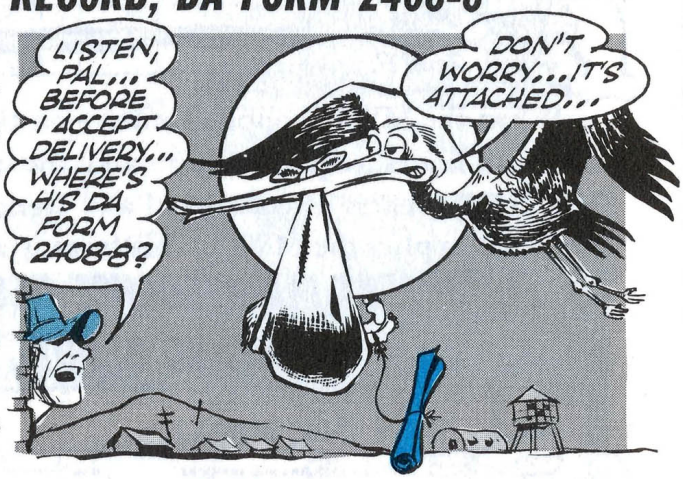
For Engineer items, see AR 711-541.

EQUIPMENT ACCEPTANCE RECORD, DA FORM 2408-8

This form is the equipment's "birth certificate." It shows the equipment status, including engineering and design changes, when received from the manufacturer. Entries are made by the accepting inspector.

Army MWO's will not be recorded on this form—they'll be recorded on DA Form 2408-5. (See page 44.)

The Equipment Acceptance Record is a permanent part of the log.



PROOF ACCEPTANCE RECORD, DA FORM 2408-9

When the log covers a rifled cannon tube, or equipment on which one is installed, it'll have this form with a record of the tube's proof test. The proof test certification is made by the inspector before the tube is delivered to supply.

This is a permanent record, but the form will be removed and packaged with the tube if it goes into storage or added to the log of any other equipment on which the tube is installed.

PROOF ACCEPTANCE CERTIFICATE

WEAPON NOMENCLATURE AND NUMBER: Gun, 90 mm, M41 (Wichland) Breech Ring No 4387	
TUBE NUMBER: 78254	MOUNT: T88, SN 13217
PROOF TESTED AND ACCEPTED (Authority): Spec MIL-G-10498 (ORD)	
ROUNDS: 3 M82 APC	DATE: 17 Jun 50

REMOVE ROUNDS

Erie Ordnance Depot
Lacarne, Ohio

GFL/sa/Feb 1958
Date 17 Feb 58

Gun 90MM T119E1 No. 4387 w/Tube T119E1 No. 78254 and Mount M78 No. 13217 was proof tested and accepted as per Spec MIL-G-10498 (ORD) Amend 1, 11 Jul 1951.

DA FORM 2408-9
1 APR 62

PROOF ACCEPTANCE RECORD
(TM 38-750)

EQUIPMENT COMPONENT REGISTER, DA FORM 2408-10

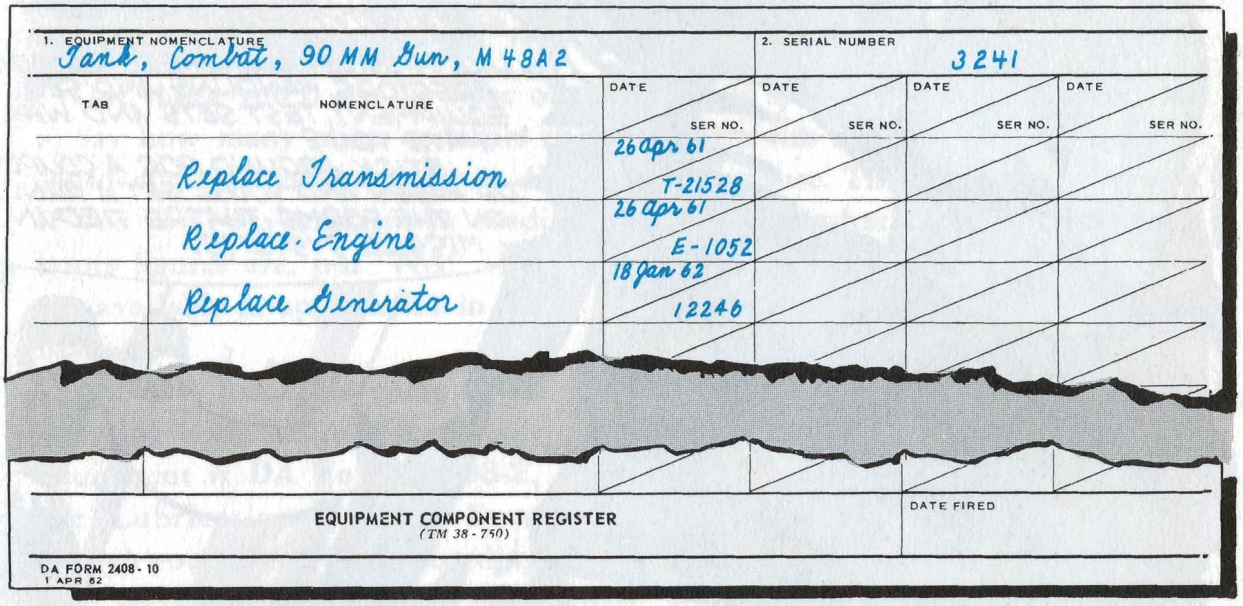
DA Form 2408-10 will be used three different ways: It will be used as an index when several equipment logs are kept in a single binder.

It will also be used when you replace a serially-numbered major component on an end item.

When it records a serially-numbered major components on the end item, insert this form in the end item log book (it's for engines, transmissions, final drives, compressors, winches, recoil mechanisms, power control units, auxiliary power plants, etc.).

At the top, enter the end item nomenclature and serial number. Leave "tab" column blank, list component installed with date and serial number, and keep as a permanent part of the end item log.

(The "tab" column is filled in when the 2408-10 is used as a log binder index.)



1. EQUIPMENT NOMENCLATURE: Tank, Combat, 90 MM Gun, M 48A2
2. SERIAL NUMBER: 3241

TAB	NOMENCLATURE	DATE / SER NO.	DATE / SER NO.	DATE / SER NO.	DATE / SER NO.
	Replace Transmission	26 Apr 61 / T-21528			
	Replace Engine	26 Apr 61 / E-1052			
	Replace Generator	18 Jan 62 / 12246			

EQUIPMENT COMPONENT REGISTER
(TM 38-750)

DATE FIRED

DA FORM 2408-10
1 APR 62

For third use of this form (with missile equipment) see page 52.

EQUIPMENT MAINTENANCE LOG (CONSOLIDATED)
DA FORM 2409

This is the single-card log. It can be used as an insert in a log book, or as a separate log on other equipment.

MORE ON THIS ON PAGE 64

Here're a few things you'll want to check in your equipment log book:

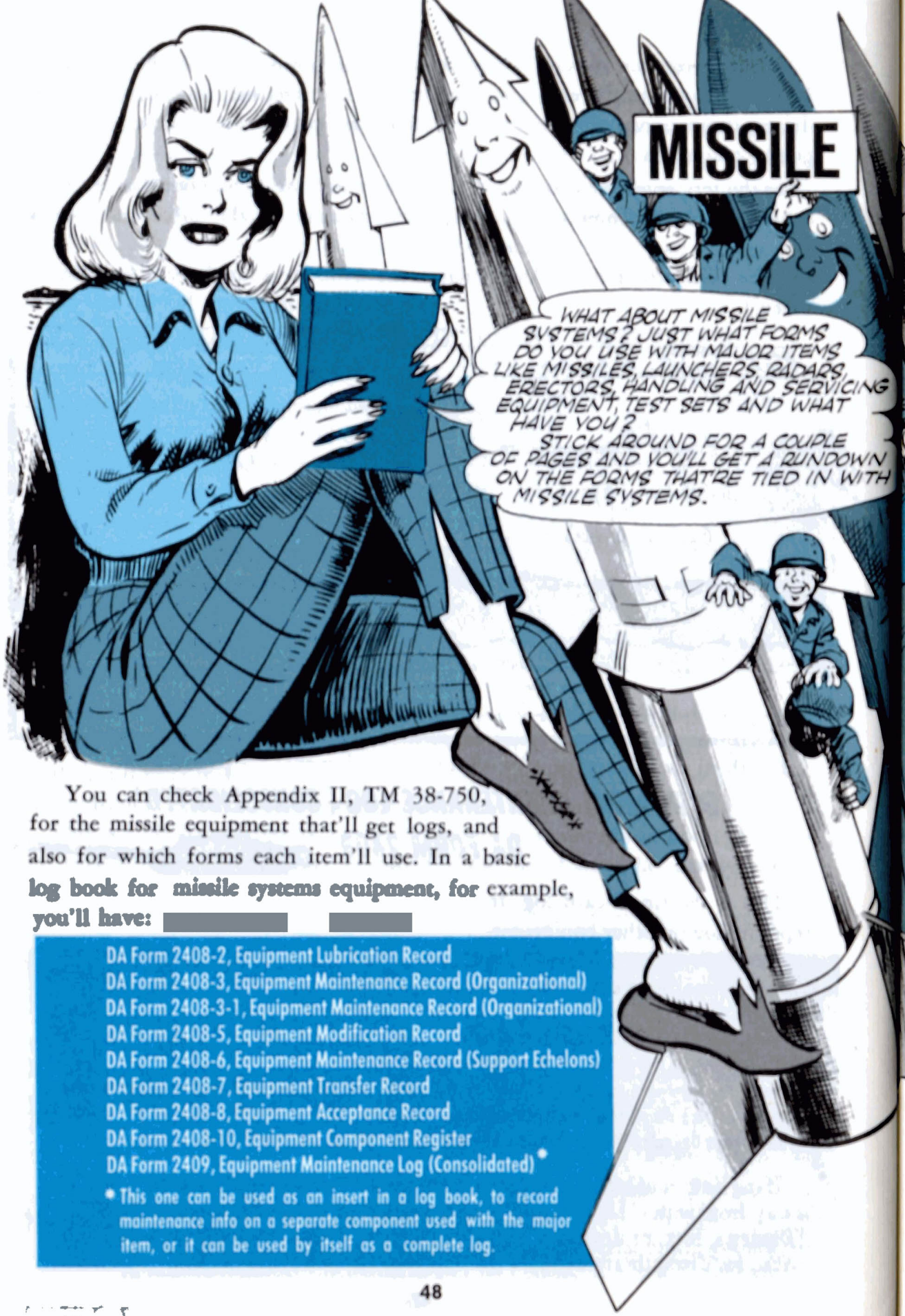
First, make sure you've got the right book. It should have the equipment registration or serial number, or both, on the cover and on each form.

Second, make sure all parts of the book are in it. They're listed in the index (first card inside the front cover), DA Form 2408 or 2408A, and Appendix II of the TM.

Third, see that the Equipment Lubrication Record, DA Form 2408-2, lists the latest LO for the equipment (Check DA Pam 310-4).

Hang onto that equipment log with a firm grip and keep it outa the fire and away from water. Like it says on the instruction card inside the front cover: "Damage, loss, or destruction of this book as a result of negligence will be cause for disciplinary action."

PS END

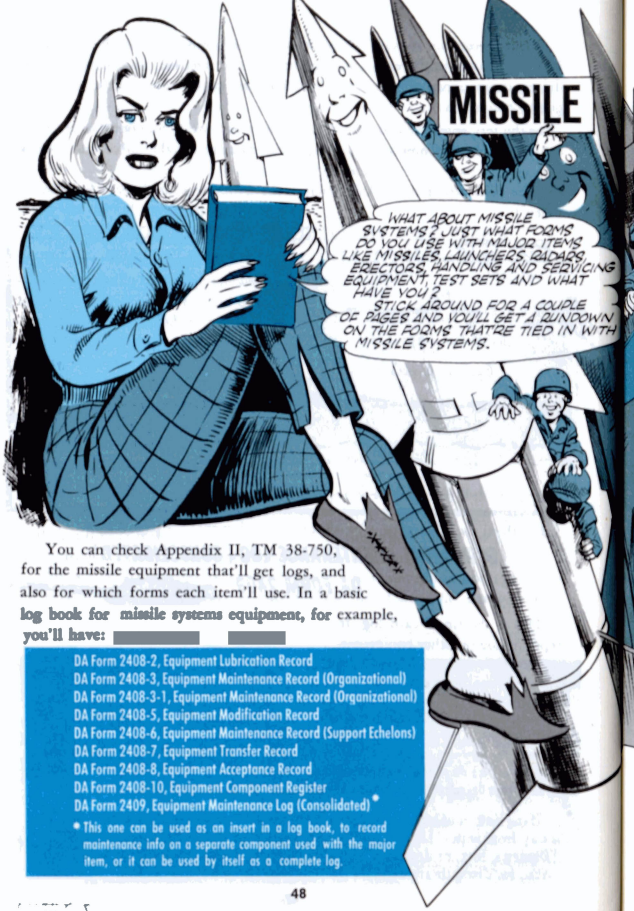


You can check Appendix II, TM 38-750, for the missile equipment that'll get logs, and also for which forms each item'll use. In a basic **log book for missile systems equipment, for** example, **you'll have:**

DA Form 2408-2, Equipment Lubrication Record
DA Form 2408-3, Equipment Maintenance Record (Organizational)
DA Form 2408-3-1, Equipment Maintenance Record (Organizational)
DA Form 2408-5, Equipment Modification Record
DA Form 2408-6, Equipment Maintenance Record (Support Echelons)
DA Form 2408-7, Equipment Transfer Record
DA Form 2408-8, Equipment Acceptance Record
DA Form 2408-10, Equipment Component Register
DA Form 2409, Equipment Maintenance Log (Consolidated)*

* This one can be used as an insert in a log book, to record maintenance info on a separate component used with the major item, or it can be used by itself as a complete log.

MISSILE SYSTEMS FORMS



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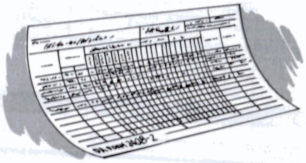
- DA Form 2408-6, Equipment Maintenance Record (Support Echelons)
- DA Form 2408-7, Equipment Transfer Record
- DA Form 2408-8, Equipment Acceptance Record
- DA Form 2408-10, Equipment Component Register
- DA Form 2409, Equipment Maintenance Log (Consolidated) *

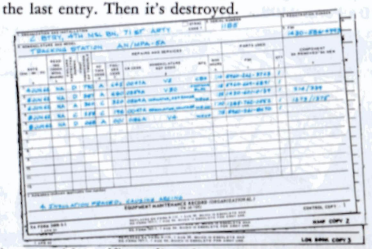
* This one can be used as an insert in a log book, to record maintenance info on a separate component used with the major item, or it can be used by itself as a complete log.

One thing you'll see on some of the forms is spaces where you're supposed to say how many miles or hours the equipment has run. In the old days, you could make an estimate if you didn't know for sure. That's not so any longer. If you can't say exactly—by reading a meter—just what the total mileage or hours figures are, put "NA" (for not available or applicable) in the blanks.



The first form you come on in your log book for missile systems equipment is **DA Form 2408-2, the Lubrication Record.** Even though you haven't been recording lube services on any forms in the past, you shouldn't sweat in catching on to this one. (See top of page 40).

The idea of the 2408-2 is to set up a record of scheduled and unsceduled lubrications of equipment. The form is kept in the equipment log for one year after the day you make the last entry. Then it's destroyed.

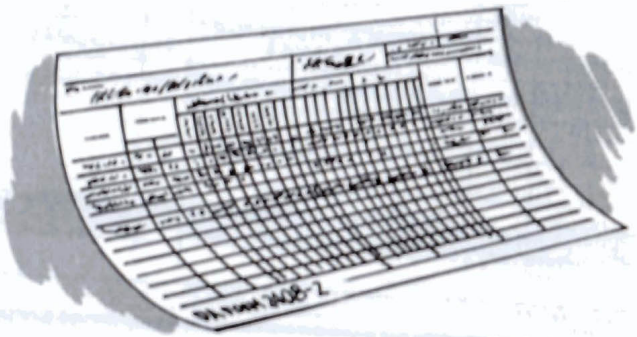


DA Form 2408-3-1, Equipment Maintenance Record, (organizational) is mighty important in the missile systems maintenance records scheme of things. The 2408-3-1 is so darn important that you want to be accurate in filling it out—with no if's, and's or but's. That is, just like with the old DA 9-110, the Component Evaluation Report.

MORE

SYSTEMS FORMS

One thing you'll see on some of the forms is spaces where you're supposed to say how many miles or hours the equipment has run. In the old days, you could make an estimate if you didn't know for sure. That's not so any longer. If you can't say exactly—by reading a meter—just what the total mileage or hours figures are, put "NA" (for not available or applicable) in the blanks.



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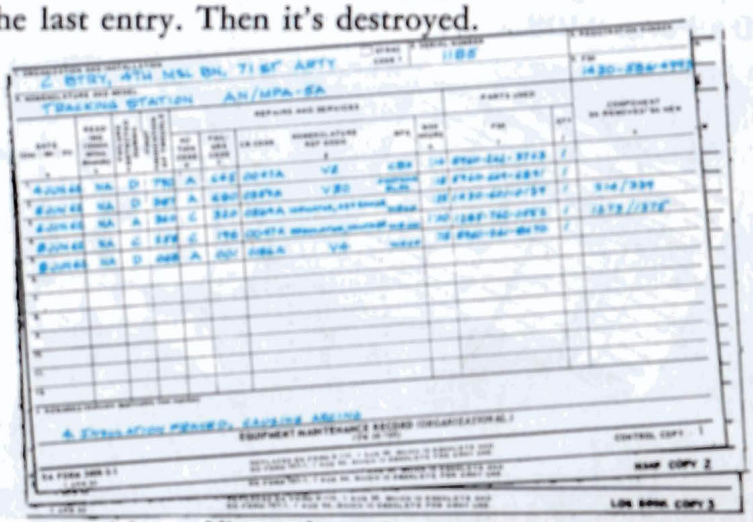

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PS MORE

There's good reason for being accurate. The national agency wants to know what equipment and components go sour and in what way. Then they can dig into the why's. So a 2408-3-1 will be made out on every end item—which needs maintaining—in a missile system—whether the item has or is included in a log book. Those which don't go with a log may be filed locally after the "franked" copy has been "mailed to Redstone," or the log book copy may go to "file 13." Your command will tell you where to send the control copy.

DA Form 2408-3, another Equipment Maintenance Record (Organizational), is used along with the 2408-3-1. And it sure is simple to work on since the only time you use it with missile systems is when you transfer the scoop from 2408-3-1 to it. You make the transfer so's you can have a permanent maintenance record if the equipment happens to be backed up by a log.

1. NOMENCLATURE: TRACKING STATION, AN/MPA-5A — 2. REGISTRATION OR SERIAL NUMBER: 1185

DATE (a)	READING (Hours, Miles, or Rds Fired) (b)	REPAIRS AND SERVICES ACCOMPLISHED (c)	MAN HOURS (d)	PARTS USED: FSN OR PART NUMBER (e)	PARTS USED: QTY (f)	REMARKS (g)	SIGNATURE (h)
6 JUN 62	NA	REPLACE INDICATOR, AZ & RANGE	:25	1430-601-0139	1	POOR FOCUS	SP5 L. Green
8 JUN 62	NA	REPLACE REGULATOR, VOLTAGE	1:00	1285-762-0552	1	INSULATION FRAYED CAUSING ARCING	SP5 L. Green

DA FORM 2408-3 1 APR 62 — REPLACES DA FORM 2409-3 (TEST), 1 JUNE 61, WHICH IS OBSOLETE, EFFECTIVE 1 JULY 62. — EQUIPMENT MAINTENANCE RECORD (ORGANIZATIONAL) (TM 38-750)

You missile and electronic fixers will want to get acquainted with the circuit designations and component breakdown (CB) codes which are being developed specially for missile equipment and electronic items. You'll also need this scoop on filling out the 2408-3-1 and the 2407.

DA Form 2408-5,

DA Circular 310-9 (12 Apr 62) authorized your unit extra copies of this issue of PS Magazine on initial distribution.

DA Form 2408-6, Equipment Maintenance Record (Support Echelons — Field and Depot). This form's for recording what support does to your equipment . . . you don't fool with it.

One form that you won't be using very often is **DA Form 2408-7,** the Equipment Transfer Record.

That word "transfer" tells most of the story behind the form. You fill out the 2408-7 whenever you take a piece of equipment—one that's in the equipment log—off your property book . . . and someone else picks it up. You also use it when the equipment is declared excess, is salvaged or disposed of or lost in combat. For now, this form is used only on the selected items listed in Appendix III of TM 38-750. For the story on this see page 45.

1. CONTROL CODES, ORGANIZATION AND INSTALLATION
a. 1ST US ARMY COMBINED FIELD MAINT. SHOP, CAMP KILMER, N.J.
b.
2. SERIAL NUMBER 10362
3. U.S. REGISTRATION NUMBER NONE
4. NOMENCLATURE AND MODEL GUIDED MISSILE, AIR DEFENSE, M6
5. FEDERAL STOCK NO. 1410-250-4462
6. DATE OF MFG.
7. MANUFACTURER (Manufacturer's Code) WECO 64959
8. a. HOURS NA b. MILES NA c. ROUNDS NA

ATTACHMENT(S) OR COMPONENTS

9. MAKE (Manufacturer's Code)	MODEL	SERIAL NUMBER	ITEM DESCRIPTION
a.			
b.			
c.			

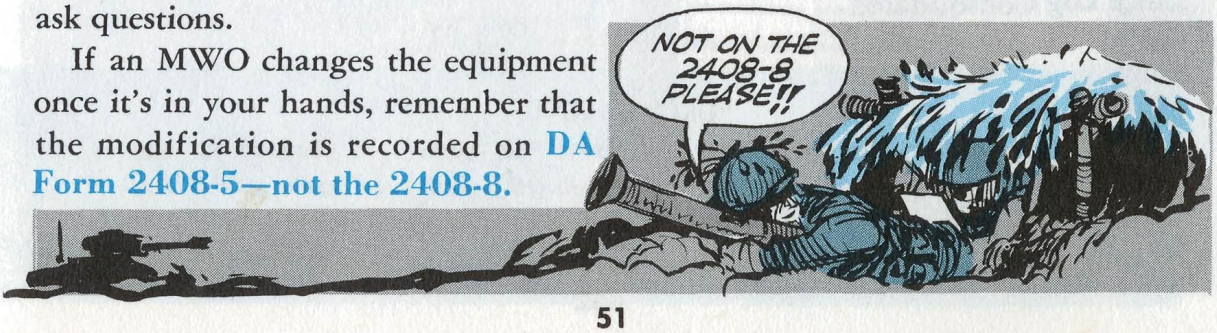
10. SHIPPED TO BTry C, 4th Msl Bn, 71st Arty, Fort Hancock, N.J.
11. RECEIVED FROM WECO, GREENSBORO, N.C.
12. DATE 1 MAY 62
13. REMARKS BE SURE YOU DON'T PUT CLASSIFIED INFORMATION ON THIS FORM.

EQUIPMENT TRANSFER RECORD (TM 38-750)
DA FORM 2408-7 1 APR 62
REPLACES DA FORM 5-738, 1 SEPTEMBER 1958, AND DA FORM 9-73, 1 JUNE, 1944, WHICH ARE OBSOLETE, EFFECTIVE 1 JULY 1962.
SUPPORT ACTIVITY COPY - 1

DA Form 2408-8, the Equipment Acceptance Record, is a snap to take care of. You don't do a thing with it—except keep it in your log book.

It's filled out by an inspector long before the equipment works its way from the manufacturer to your outfit. Of course, it doesn't hurt any to give the form a good look-see when you get it. If you have any question on spaces left blank, ask questions.

If an MWO changes the equipment once it's in your hands, remember that the modification is recorded on **DA Form 2408-5—not the 2408-8.**



You might say that **DA Form 2408-10**, the Equipment Component Register, is tailor-made for missile systems equipment. And it does triple-duty, besides.

1. EQUIPMENT NOMENCLATURE: MISSILE, AIR DEFENSE, M6

2. SERIAL NUMBER: 10362

TAB	NOMENCLATURE	DATE / SER NO.	DATE / SER NO.	DATE / SER NO.	DATE / SER NO.
A	Fwd + AFT Body Section	5 MAY 62 / 0613			
	Warhead section	5 MAY 62 / 0110			
	Igniters M24, M65	5 MAY 62 / 2112			
	Rocket Motor XM30	6 MAY 62 / 3678			
	Rocket Motor XM42	5 MAY 62 / 1986			
	Safety + Arming Device	5 MAY 62 / 9872			
	Accessory Power Supply	5 MAY 62 / 2789	7 AUG 62 / 2972		
B	Transponder Control Group	5 MAY 62 / B1892			

EQUIPMENT COMPONENT REGISTER
(TM 38-750)

DATE FIRED

DA FORM 2408-10
1 APR 62

The 2408-10 gets used as an index for logs when more'n one log is kept under one log binder... and it becomes a permanent section of the log.

The 2408-10 also is used as an insert in a log book so's you can keep track of missile components and their replacements. Once the missile is fired, the insert is sent back to the national agency.

When it comes to equipment which doesn't get a log book, but still needs a maintenance record, then you use **DA Form 2409**, the Equipment Maintenance Log Consolidated.

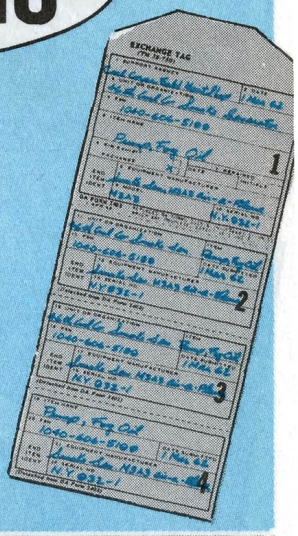
You can use the 2409 as a maintenance log for specified equipment that's an end item in itself . . . or as an insert in a log book to take care of equipment that's attached to other end items. When it's used as an insert, you maintain it just like a separate log. And make sure it goes along whenever the equipment is sent out for repair or is transferred.

So much for the equipment log forms. All other maintenance and operation forms apply as described elsewhere in this issue.

DROP A LINE

Puzzled? Got any questions about this system of records for the Army's equipment? Or, maybe you've got some good ideas you'd like to pass along. Well, just shoot 'em along to me in a letter or a post card!

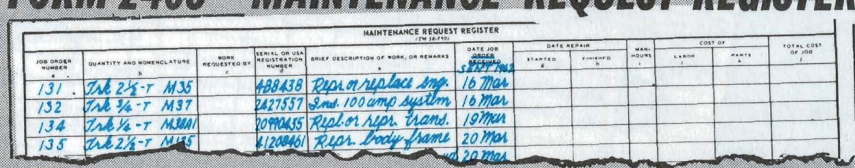
THREE MORE FORMS



DA FORM 2402—EXCHANGE TAG

You use it to identify parts, components or assemblies turned in on direct exchange. You also use it to identify an unserviceable item turned in as an EIR (DA Form 2407) exhibit.

DA FORM 2405—MAINTENANCE REQUEST REGISTER

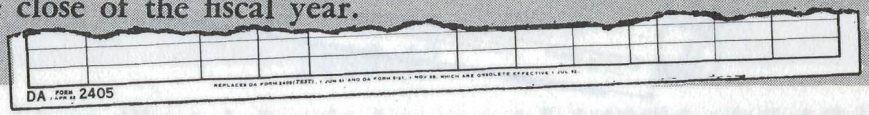


MAINTENANCE REQUEST REGISTER

JOB ORDER NUMBER	QUANTITY AND NOMENCLATURE	WORK REQUESTED BY	SERIAL OR USA REGISTRATION NUMBER	BRIEF DESCRIPTION OF WORK, OR REMARKS	DATE JOB ORDER RECEIVED	DATE REPAIR STARTED	DATE REPAIR FINISHED	MAN-HOURS	COST OF LABOR	COST OF PARTS	TOTAL COST OF JOB
131	Trk 2½-T M35		488438	Repr or replace eng.	16 Mar						
132	Trk ¾-T M37		2427557	Ins. 100 amp system	16 Mar						
134	Trk ¼-T M38A1		20990455	Repl or repr. trans.	19 Mar						
135	Trk 2½-T M135		41208461	Repr. body frame	20 Mar						

It's mostly for field maintenance, but you can use it at organizational level so you'll have a record of work you've requested.

Toss it out after all jobs are finished; support people have to keep it for a year after the close of the fiscal year.

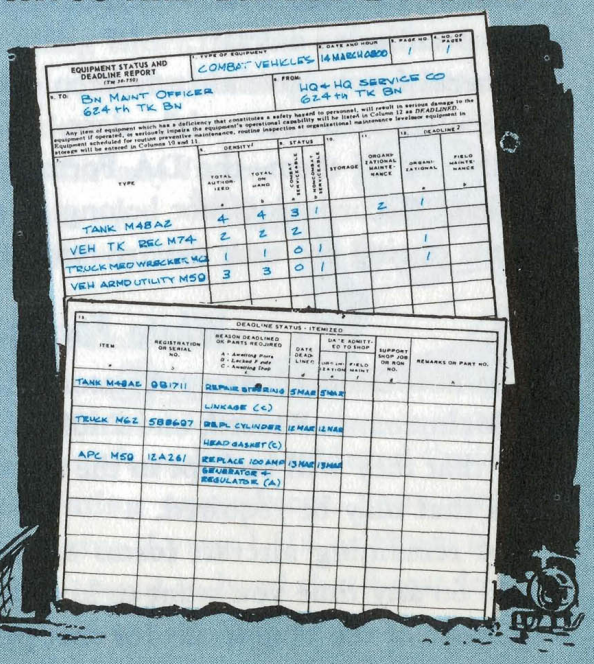


DA FORM 2406—EQUIPMENT STATUS AND DEADLINE REPORT

This report is usually required by commanders at all levels. It keeps 'em up-to-date on what equipment's ready for operation.

Company or battery level start these reports out; they are consolidated as they go up the line.

On the back, your CO may use the normal date (28 Oct 62) or the last number for the year—"2" for 1962 and the number of the day in the year, like "301" for 28 Oct. So, "2301" gives you 28 Oct 62.



EQUIPMENT STATUS AND DEADLINE REPORT

TYPE OF EQUIPMENT	DATE AND HOUR	PAGE NO.	NO. OF PAGES
COMBAT VEHICLES	14 MARCH 0800	1	1

TO: BN MAINT OFFICER 624th TK BN

FROM: HQ & HQ SERVICE CO 624th TK BN

Any item of equipment which has a deficiency that constitutes a safety hazard to personnel, will result in serious damage to the equipment if operated, or seriously impairs the equipment's operational capability will be listed in Column 12 as DEADLINED. Equipment scheduled for routine preventive maintenance, routine inspection of organizational maintenance levelmaintenance equipment in storage will be entered in Columns 10 and 11.

TYPE	DENSITY TOTAL AUTHORIZED	DENSITY TOTAL ON HAND	STATUS COMBAT SERVICEABLE	STATUS NONCOMBAT SERVICEABLE	STORAGE	ORGANIZATIONAL MAINTENANCE	DEADLINE ORGANIZATIONAL	DEADLINE FIELD MAINTENANCE
TANK M48A2	4	4	3	1		2	1	
VEH TK REC M74	2	2	2					
TRUCK MED WRECKER M62	1	1	0	1			1	
VEH ARMD UTILITY M59	3	3	0	1			1	

DEADLINE STATUS - ITEMIZED

ITEM	REGISTRATION OR SERIAL NO.	REASON DEADLINED OR PARTS REQUIRED (A - Awaiting Parts, B - Limited Parts, C - Awaiting Tools)	DATE DEADLINED	DATE ADMITTED TO SHOP ORGANIZATIONAL	DATE ADMITTED TO SHOP FIELD MAINT	SUPPORT SHOP JOB OR RON NO.	REMARKS OR PART NO.
TANK M48A2	9B1711	REPAIR STEERING LINKAGE (C)	5 MAR	5 MAR			
TRUCK M62	5B8697	REPL CYLINDER HEAD GASKET (C)	12 MAR	12 MAR			
APC M59	12A261	REPLACE 100 AMP GENERATOR & REGULATOR (A)	13 MAR	13 MAR			

The DA Form 2408A index says each aircraft log will consist of some of the general forms used with all types of Army equipment along with the special forms peculiar to aircraft.

General forms have already been discussed, so we'll chew over the forms that are peculiar to aircraft—right now.

Only one of them—the DA Form 2410, Component Removal and Repair/Overhaul Record—does not belong in the log. It's the historical record for components during the time they're removed from an aircraft.

White Forms in the Cockpit

The new 2408-12 Army Aviator's Flight Record, 2408-13 Aircraft Inspection and Maintenance Record, and 2408-14 Uncorrected Fault Record are in white to show that they will be kept in the aircraft along with any weight and balance forms that may be required.

The remaining aircraft forms are blue and will be kept in the maintenance shack. So any time you want to keep an entire log in the aircraft, you make out duplicates of the blue forms for that purpose.

YOU AIR TYPES USE THE AIRCRAFT LOG

The DA Form 2408A index says each aircraft log will consist of some of the general forms used with all types of Army equipment along with the special forms peculiar to aircraft.

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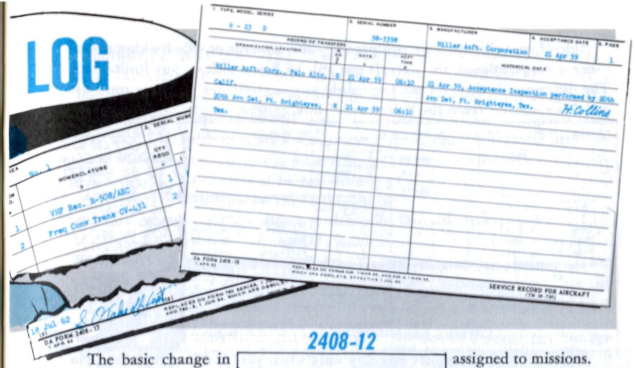
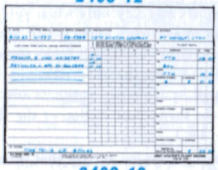


2408-12



The basic change in the new flight record (-12) is the allotment of four lines for names on each flight. The extra spaces are to cover the increasing number of flying status types being assigned to missions.

Because of the four-space grouping in Column 6, you now have an extra space in Column 12 for recording round-robin type flights.

2408-13

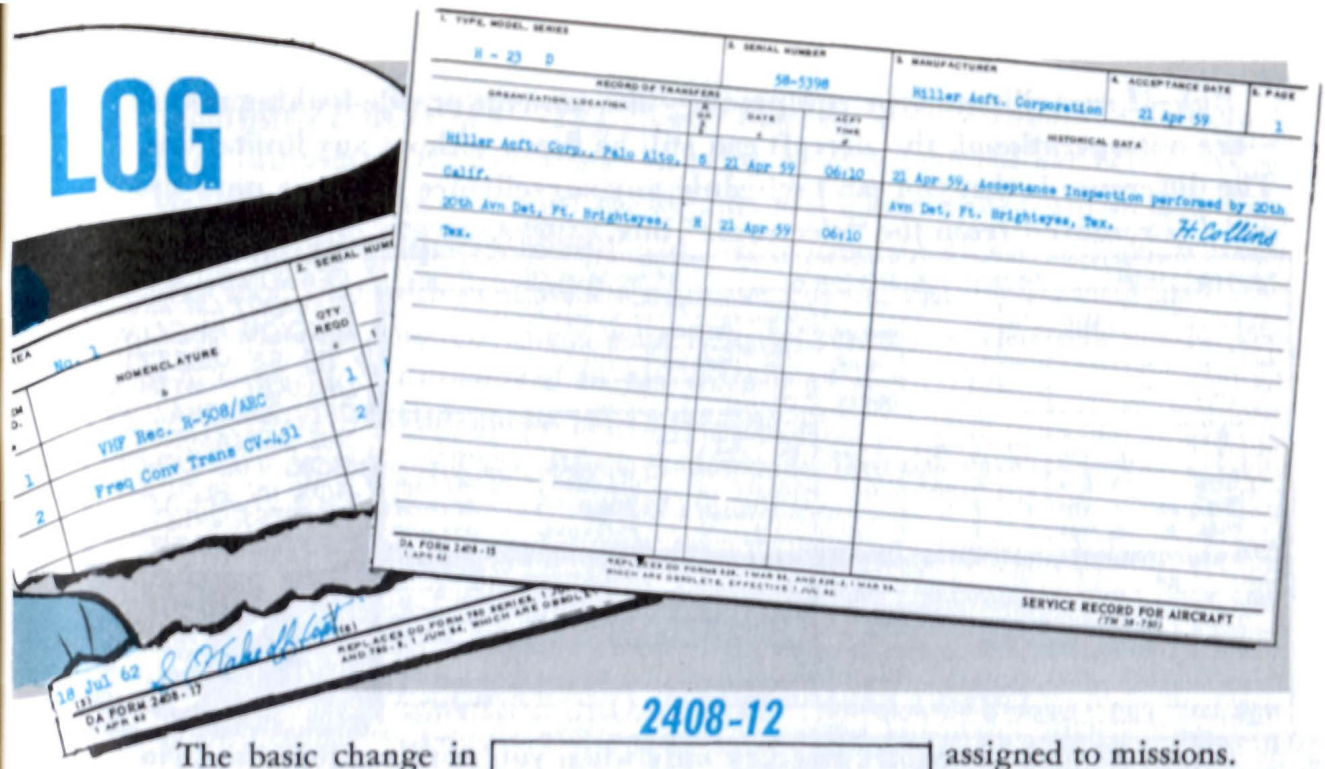
This new inspection and maintenance record (-13) doesn't provide for calendar inspections and until all the TM's on individual aircraft are brought in line you may have to improvise, like using Block 10 for calendar inspections. Block 9 is laid out according to the current thinking of inspection by aircraft hours only. The "Daily" inspection is always recorded in Blocks 17-20 and the "other" space in Block 9 is for any future use or special requirement that might come up.

Same goes for Blocks 10 and 15. It's extra space that local commanders can use.

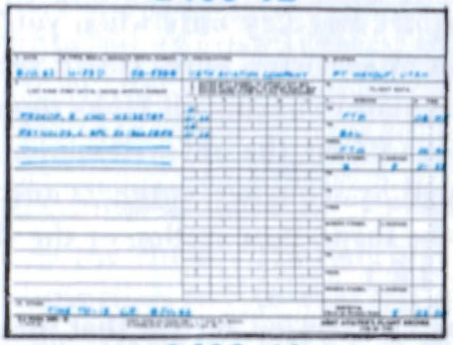
Back over to Block 7 now. Keep in mind that boxes 1 to 6 refer to the aircraft's status.

Remember that communication, navigation and identification equipment cannot be divorced from the rest of the aircraft and is considered "mission essential equipment." Under current operating procedures, your aircraft has no choice but to go on a red diagonal status if your UHF or Omni is out, for example. If the IFF is useless, you don't want to head that beast for the wild blue on a combat simulated mission, either. (See page 54.)

MORE



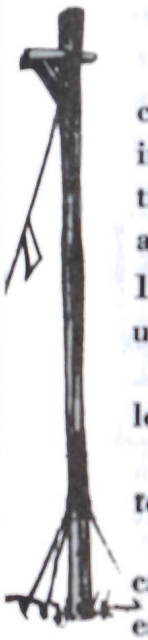
2408-12



The basic change in the new flight record (-12) is the allotment of four lines for names on each flight. The extra spaces are to cover the increasing number of flying status types being assigned to missions.

Because of the four-space grouping in Column 6, you now have an extra space in Column 12 for recording round-robin type flights.

2408-13



This new inspection and maintenance record (-13) doesn't provide for calendar inspections and until all the TM's on individual aircraft are brought in line you may have to improvise, like using Block 10 for calendar inspections. Block 9 is laid out according to the current thinking of inspection by aircraft hours only. The "Daily" inspection is always recorded in Blocks 17-20 and the "other" space in Block 9 is for any future use or special requirement that might come up.

Same goes for Blocks 10 and 15. It's extra space that local commanders can use.

Back over to Block 7 now. Keep in mind that boxes 1 to 6 refer to the aircraft's status.

Remember that communication, navigation and identification equipment cannot be divorced from the rest of the aircraft and is considered "mission essential equipment." Under current operating procedures, your aircraft has no choice but to go on a red diagonal status if your UHF or Omni is out, for example. If the IFF is useless, you don't want to head that beast for the wild blue on a combat simulated mission, either. (See page 54.)

PS MORE

But—if surveillance type equipment—like cameras or side-looking radars —are not operational, the aircraft can still be flown without any limitations. The difference is that you can't schedule any surveillance missions until the red / is removed from the "electronic" box.

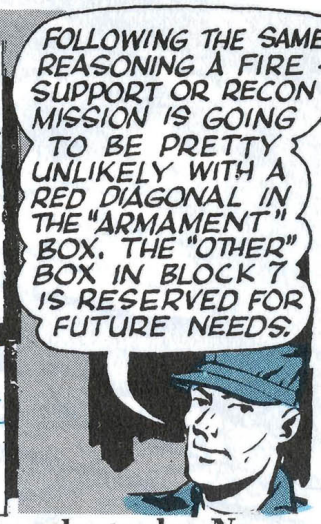
1. DATE: 9AUG62 | 2. TYPE MODEL SERIES: H-3H | 3. SERIAL NO.: 58-1330 | 4. NAME OF CREW CHIEF OR MECHANIC: R. QUACCHIA | 5. STATION: FT. SKYBLUE, VT. | 6a. PAGE NO.: 1 | 6b. NO. OF PAGES: 1

7. STATUS TODAY — AIRCRAFT	ELECTRONIC	ARMAMENT	OTHER	8. AIRCRAFT TIME		9. NEXT INSPECTION DUE		10. OTHER
1 4				TOTAL HOURS TO DATE	840:20	INTERMEDIATE NO. 2	850:00	
2 5				HOURS TODAY	4:05	PERIODIC NO. 9	900:00	
3 6				TOTAL HOURS	844:25	OTHER	:	

11. FUEL (Gallons or Lbs) SERVICE NO.	GRADE	ADDED	TOTAL IN TANKS	12. OIL (Quarts) GRADE	ADDED NO. 1 ENG	TOTAL IN TANKS	ADDED NO. 2 ENG	TOTAL IN TANKS	APU	13. OXYGEN (PSI)	14. ANTI-ICING FLUID (Gal)	15. OTHER	16. SERVICED BY	STATION
1	80 ~~87~~		43	1100		8							J. Welch	FT SKYBLUE
2	80 ~~87~~	20	43	1100	1	8							J. Wardlow	FT SKYBLUE
3	80 ~~87~~	8	43	1100		8							B. Cooper	FT SKYBLUE
TOTAL		28		1									D. Quacchia	FT SKYBLUE

17. STATUS SYMBOL	18. FAULTS AND/OR REMARKS	19. ACTION TAKEN	20. SIGNATURE
	(8AUG62) BUBBLE CRACKED	TRANSFERRED TO -14, 9AUG 62	D. Quacchia
Q	DAILY INSP DUE	DAILY INSP COMPLETED 9AUG 62	D. Quacchia

DA FORM 2408-13 1 APR 62 — REPLACES DA FORMS 2391-2 AND 2391-6, 1 MAR 61, WHICH ARE OBSOLETE EFFECTIVE 1 JUL 62. — AIRCRAFT INSPECTION AND MAINTENANCE RECORD (TM 38-750)



Blocks 11 and 12 require an entry only when you're filling the tanks. No entry for draining tanks. A servicing entry is still required for a simple eye-ball check—since your signature means all tanks topped off.

Drifting down to Blocks 17-20, the old system numbers have disappeared! Inspection items are listed by sequence numbers and, eventually, all aircraft TM's will show 'em in the inspection section of the -20 for use with the new 2404 worksheet (page 18).

TCTM's posted to the -15 service record that include inspection requirements must also be entered in Blocks 17-20 on the -18. Recurring requirements will be issued as changes to the inspection chapter of the TM. Until the next TM change a reminder should be tossed into Block 10, but as each recurring inspection comes due, it must be entered and signed off in Blocks 17-20. MWO's and TCTM's which direct modifications are posted to the -5.

2408-14

The Uncorrected Fault Record (-14) is familiar looking. The only point to make here is that column c gives you space to reference supply action on needed repair parts—or explain that a non-safety of flight repair or inspection is being delayed until the next scheduled maintenance inspection.

1. TYPE, MODEL, SERIES: H-13H | 2. SERIAL NUMBER: 58-1330

STATUS SYMBOL a	FAULT b	REASON FOR DELAY c	DATE (From DA Form 2408-13) d	ENTRY APPROVED (Signature) e	DATE (To DA Form 2408-13) f
/	(8AUG62) BUBBLE CRACKED	PART ON REQ. REQ NO 40-62, 9AUG 62	9AUG62	J. Truitt	

DA FORM 2408-14 1 APR 62 — REPLACES DA FORMS 2391-2, 1 MAR 61, AND 2391-4, 1 MAR 61, WHICH ARE OBSOLETE, EFFECTIVE 1 JUL 62. — UNCORRECTED FAULT RECORD (TM 38-750)

THE BLUE FORMS

The -15 (Service Record for Aircraft) is a consolidated historical record for the entire aircraft, the -16 (Component Installation and Removal Record) does the same job for aircraft components, and the -17 (Aircraft Inventory Record) covers aircraft property.

AIRCRAFT HISTORY (-15), There's no need to write a novel in column e. Your component replacements are being recorded on the aircraft's -16, so stick to experiences that affect the aircraft as a whole. (See form on page 55).

Things like major overhauls and inspections, accidents and crash landings (complete with explanation of cause, repair, date, time, etc.) and anything else you yourself would want to know about that aircraft's service life if it were being transferred to you instead of vice versa.

No routine maintenance info here—please!

Also keep in mind that Block 4 means the date the Army, not your outfit, accepted this bird from the manufacturer.

For ease of reading, it might help to make your "R" entry in column a thru d at least one line below the end of the last column e entry. That way the column e entries can be isolated according to which organization or activity made 'em.

COMPONENT HISTORY (-16), (2410)

1. TYPE MODEL, SERIES				2. SERIAL NUMBER						3. PAGE NO.	NO. OF PAGES
H - 23 D				58-5398						1	1
NOMENCLATURE	FEDERAL STOCK NUMBER	SERIAL NO.	OVERHAUL OR REPLACEMENT LIFE (Hours)	WHEN INSTALLED		NO. OF PREV OVERHAULS	AIRCRAFT TIME			AT REMOVAL	
				HOURS SINCE OVERHAUL	HOURS SINCE NEW		INSTALLED AT	REPLACEMENT DUE AT	REMOVED AT	HOURS SINCE OVERHAUL	HOURS SINCE NEW
a	b	c	d	e	f	g	h	i	j	k	l
Engine(VO-435-23B)	2810-605-5925	L-2618-31	600	124	724	1	0	475			

The -16 now serves as the storehouse for component information on each aircraft. But since the -16 stays with the individual aircraft log, the 2410 (Component Removal and Repair/Overhaul Record) fills the gap on individual components once they're removed from your aircraft—and stays with each component until it's installed on the same or another aircraft or ends its service life.

The items you're required to list on the -16 are those you'll find listed in Section III, Chapter 3, of the aircraft's -20 (Replacement and Retirement Schedule). In addition, TB AVN 23-65 (May 62) clues you on which items will be replaced on a "condition" basis rather than a time basis. The only difference in recording both is that condition items take entry (N/A) in columns d, e, g, i and k. For ease of handling both types of items, keep a separate -16 for condition items.

Once a component is removed from the aircraft, the -16 info on it will have been transferred to the 2410 and the -16 entry can then be lined out. The component currently installed to replace the removed one is the only one that's important to your aircraft. The replacement entry info on the -16 will be taken from the 2410 accompanying the replacement.

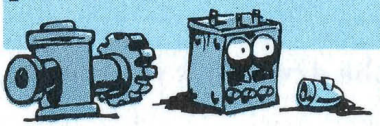
If a serviceable component is laterally transferred from one aircraft to

DA FORM 2408-16 1 APR 62 — REPLACES DA FORM 2391-5, 1 MAR 61, WHICH IS OBSOLETE, EFFECTIVE 1 JUL 62. — COMPONENT INSTALLATION AND REMOVAL RECORD (TM 38-750)

PS MORE

another, you just transfer its info from the first aircraft's -16 to the second's -16.

No unserviceable item that's taken off your aircraft will go anywhere without a 2410. This is that component's 201 file. If it's lost or mutilated, that component will show up at the other end with UNKNOWN hours. That means making an allowable (TB AVN 23-10) but dangerous assumption—needless zero timing—or throwing away either serviceable or repairable items. Beaucoup dollars down the drain.



COMPONENT REMOVAL

The first step after removal is to attach the appropriate tags to the item, per SB 1-15-11 (Aug 62). The 2410 or 2402 exchange tag (page 53) does not replace this series. Then fill out all of Sections I and II on the 2410 from the info on your -16.

If the item is new, Block 11 can take an "N/A" or be left blank. Blocks 14 and 15 should correspond to the tag info.

In addition, all **completed** modifications affecting this component should be listed in Block 15. If there's not enough room, just reference an attached copy of 2408-5 which you extract from the aircraft's -5.

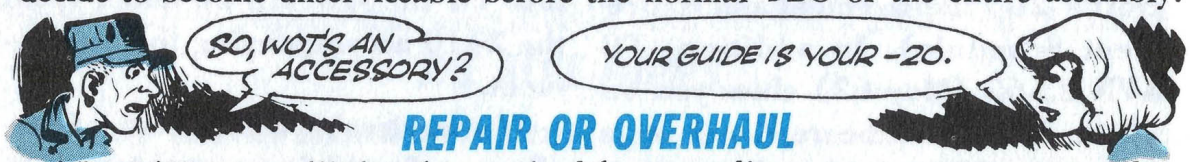
If any extracted modifications dealt only with this component, you can **line out** and **initial** the same MWO's on the -5 for the aircraft, since the replacement component installed at a later date may or may not have the same modifications completed on it. Then the modification record would no longer show the true configuration on that aircraft.

By the way, configuration control is the **responsibility** of 4th echelon, although 2nd or 3rd may be authorized to do the actual job of accomplishing the modification, because of its maintenance importance.

After completing Sections I and II, you mail the 2410's **carbon** copy to the TMC address in TM 38-750 and place the **original** copy in a waterproof envelope. (Put the envelope right inside the shipping container or, if the container's too small, attach the envelope to the outside with masking tape.)

QCA ACCESSORIES

Each accessory attached to a quick change assembly will also need a **separate** 2410, because the individual accessories which are part of the assembly may decide to become unserviceable before the normal TBO of the entire assembly.



REPAIR OR OVERHAUL

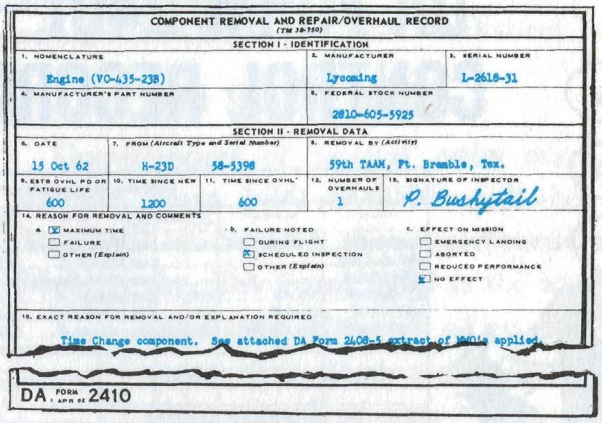
The 2410 part will then be repaired by your direct support—or evacuated to your overhaul activity for repair, overhaul or disposal. If repaired, Section III will be filled in . . . if overhauled or disposed of, Section IV takes the necessary

info. Blocks 21 and 22 will only be used if a component is modified to a different configuration and then returned for continued service by the overhaul activity.

COMPONENT INSTALLATION

Every replacement component you receive must have the original copy of its 2410 attached to the container. If it doesn't, you can write to TMC for a copy of the info on the carbon copy. That's the reason for this carbon copy business . . . also why failing to mail it to TMC can louse up the whole deal.

You just read off the 2410 info for your new entries on the -16 for the aircraft receiving that replacement. If MWO's are referenced in Block 15 of the 2410, you enter them on the aircraft's -5 modification record. Then use any open space in either Block 19 or 25 of the 2410 to write in the tail number of the aircraft on which you're installing this component.



COMPONENT REMOVAL AND REPAIR/OVERHAUL RECORD (TM 38-750)

SECTION I - IDENTIFICATION

1. NOMENCLATURE	2. MANUFACTURER	3. SERIAL NUMBER
Engine (VO-435-23B)	Lycoming	L-2618-31
4. MANUFACTURER'S PART NUMBER	5. FEDERAL STOCK NUMBER	
	2810-605-5925	

SECTION II - REMOVAL DATA

6. DATE	7. FROM (Aircraft Type and Serial Number)	8. REMOVAL BY (Activity)
15 Oct 62	H-23D 58-5398	59th TAAM, Ft. Bramble, Tex.

9. EST'D OVHL PD OR FATIGUE LIFE	10. TIME SINCE NEW	11. TIME SINCE OVHL	12. NUMBER OF OVERHAULS	13. SIGNATURE OF INSPECTOR
600	1200	600	1	P. Bushytail

14. REASON FOR REMOVAL AND COMMENTS

a. [X] MAXIMUM TIME; [ ] FAILURE; [ ] OTHER (Explain)

b. FAILURE NOTED: [ ] DURING FLIGHT; [X] SCHEDULED INSPECTION; [ ] OTHER (Explain)

c. EFFECT ON MISSION: [ ] EMERGENCY LANDING; [ ] ABORTED; [ ] REDUCED PERFORMANCE; [X] NO EFFECT

15. EXACT REASON FOR REMOVAL AND/OR EXPLANATION REQUIRED

Time Change component. See attached DA Form 2408-5 extract of MWOs applied.

DA FORM 1 APR 62 2410

This helps to complete the configuration control story for TMC when you mail in the 2410 original. This also completes the cycle and gives TMC a continuous history of that component from the time it left one aircraft and was installed on another.

AIRCRAFT PROPERTY, (-17)

1. AREA	2. SERIAL NUMBER	3. AIRCRAFT TYPE	4. PAGE NO.	NO. OF PAGES
No. 1	58-5689	H-23D	1	1

ITEM NO. a	NOMENCLATURE b	QTY REQD c	EQUIPMENT CHECKS d 1	2	3	4	5	6	7	8	9	10	11	12	LOCATION OR REMARKS e
1	VHF Rec. R-508/ARC	1	/	/	/										Station 20.0
2	Freq Conv Trans CV-431	2	2	2	2										Station 20.0

VERIFY EACH EQUIPMENT CHECK BY ENTERING THE SIGNATURE AND GRADE OF THE PERSON PERFORMING THE INVENTORY.

3 May 62 (1)	S. Propwash 1/Lt (4)	(7)	(10)
1 Jul 62 (2)	S. Propwash 1/Lt (5)	(8)	(11)
18 Jul 62 (3)	S. Takeoff Capt (6)	(9)	(12)

DA FORM 2408-17 1 APR 62 — REPLACES DD FORM 780 SERIES, 1 JUN 54, DD FORMS 780-1, 780-2, AND 780-3, 1 JUN 54, WHICH ARE OBSOLETE EFFECTIVE 1 JUL 62. — AIRCRAFT INVENTORY RECORD (TM 38-750)

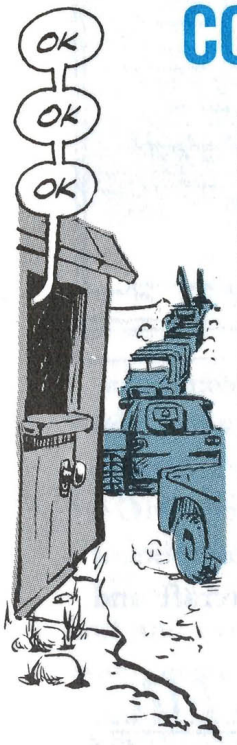
Since the -17 inventory record takes the place of both the old DD Forms 780-1 and 780-2, the old -2 shortage info has been consolidated into this single form in column e You may find it helpful to enter items temporarily removed in Block 18 of the -13, carrying it forward on the -13 until replaced on the aircraft. But only when the aircraft is not due for inventory or transfer at the time of removal. This could reduce the quantity of equipment checks, thereby cutting down the number of times you'd have to reenter the same item in column b and conserving space in column e of the -17.

You take the area .designation in Block 1 from the station number breakdown shown in the TM -20 for that aircraft.

PS END

FOR YOUR DISPATCHER—

DA FORM 2401—ORGANIZATIONAL CONTROL RECORD FOR EQUIPMENT



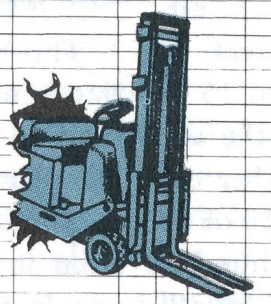
ORGANIZATIONAL CONTROL RECORD FOR EQUIPMENT

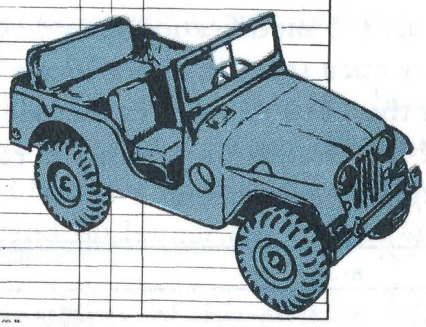
Columns a through l will be used for equipment requests.

DATE: 20 Feb 62 | PAGE NO.: 1 | NO. OF PAGES: 5

DEVICE: Cpl. Gabriel

OFFICIAL USER	REPORTING POINT	PHONE EXT. NUMBER	TIME TO REPORT	EXPECT TO GET BACK	DESTINATION	UNIT IDENTIFICATION NUMBER	TYPE OF EQUIPMENT	REGISTRATION NUMBER	OPERATOR'S NAME AND GRADE	TIME OUT	TIME IN	REMARKS
Capt Waters	Motor Pool, Co C	2714	0700	1100	Rifle Range A	NO 12	M37	2427557	Sp-4 Hubbard	0650	1118	
1st Bullard	.. ..	..	..	1630	Range C	NO 18	M211	11177508	Sp-5 Krane	0650	1700	
Sfc Welch	.. ..	..	..	1000	Post Laundry	NO 21	M35	11208461	Sp-4 Cooper	0655	1005	
Lt Cigarett	P-831	3271	..	1600	Range A	NO 14	M37	3411138	Sfc Lafayette	0700	1620	
1st Cook	P-942	4310	..	0930	Post QM	NO 30	M38A1	288792	Spc Cira	0705	0930	W/Trailer
CWO Mark	721 Th Bn	2180	0330	1700	Range B	NO 26	M62	98028	Sp-4 Smith	0710	1650	





DA FORM 2401

REPLACES DA FORM 461 (TEST), 1 JUN 61 AND DA FORM 461-1, 1 APR 59, WHICH ARE OBSOLETE EFFECTIVE 1 JUL 62.

This is the dispatch record. It's a lot like the old DA Form 55-169, Daily Dispatching Record of Motor Vehicles.

You can use a single DA Form 2401 to dispatch all types of unit equipment. For example, you use it for trucks, generators, trailers, forklift trucks, cranes, etc., or, you can use a separate form for each type of equipment—if you've got that much stuff going.

Where there's a large number of dispatches, a new form should be used each day. If several sheets are used each day, they'll be numbered, dated (in the upper right corner) and stapled together.

Where dispatching is light—one form can be used for more than one day, but a line and the date will separate the entries for each day.

When you dispatch a piece of equipment for more than one day, note it in the "Remarks" column.

The date and time a dispatch is completed go in Column 1.

You can use just one line for a trailer and its prime mover if they're both coming back together—but enter a clue to this in the Remarks column.

A dispatch form can be destroyed after 30 days unless it records an accident or unusual occurrence—then it'll be kept until proper authority says it's OK to junk it. (See AR 345-292).

IT SHOWS THE USE . . .

DA FORM 2400— EQUIPMENT UTILIZATION RECORD

This form should be no stranger to you because it's a first cousin to the trip ticket, DD Form 110, Vehicle and Equipment Operational Record.

The 2400 is used to dispatch equipment assigned to central pools (administrative-use equipment, R & U and MHE.)

It'll tell commanders how much and where their equipment has been used.

That is—when completed, it'll contain a record of route (where you've been, time of departures and arrivals, loads, odometer or hour readings, fuel used, plus notes on any unusual happenings—things not recorded on the equipment's DA Form 2404 worksheet.)

WITH TACTICAL VEHICLES

Commanders of tactical units may use DA Form 2400 ALONG with the log book to dispatch their equipment. Mainly, tho, DA Form 2400 is for authorizing dispatch of equipment that needs a more complete record of use.

HOW IT'S USED

The top part of the DA Form 2400 is similar to the old DD Form 110. It doesn't have the spaces for the daily checks—otherwise the forms are alike. For example—

The bottom part of the new form has the same spaces to be filled in that you found on the back of the old trip ticket.

The back of the form is a continuation of the bottom portion of the front of the form with the exception of the REMARKS space. That space is for listing any unusual or abnormal occurrences. That is, anything that's not a mechanical failure and, therefore not reported on a 2404.

After you've finished a day's run, and completed all entries in the log, turn the 2400 in to the dispatcher so he can complete his records. Then he can destroy the 2400 if there's no further need for it.

EQUIPMENT UTILIZATION RECORD
(TM 38-750)

DATE	TYPE	USA NUMBER/SERIAL NUMBER	ADMINISTRATION NUMBER
2 OCT 61	FORKLIFT, HYSTER, 15000LB	10374220	F-3

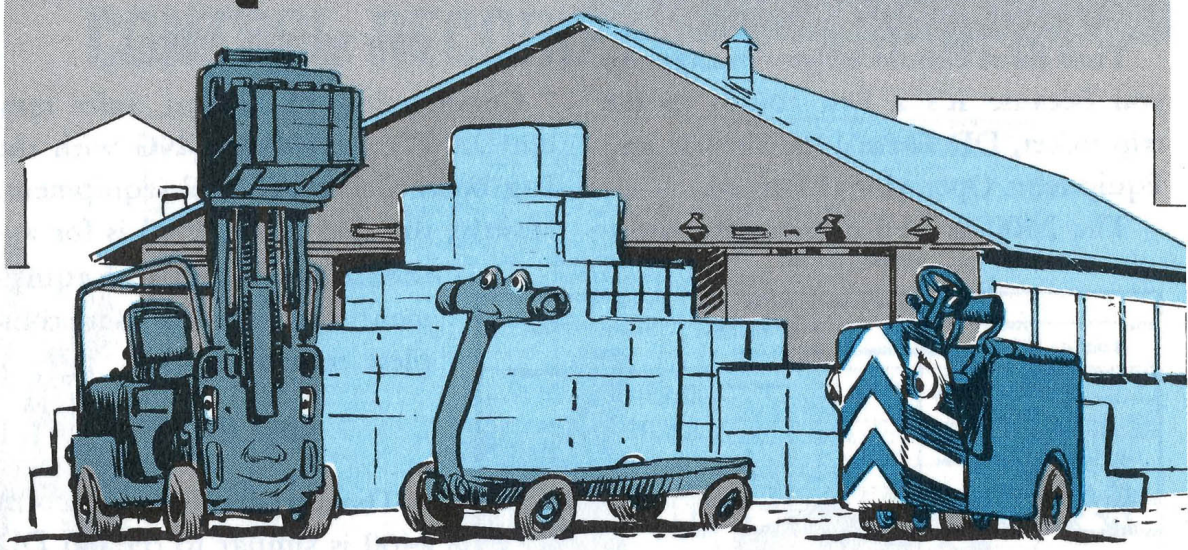
ORGANIZATION	ACTION	TIME	MILES/HOURS	FUEL (Total gallons)	OIL (Total quarts)
CENTRAL MHE POOL RARITAN ARSENAL				14 (D-T)	1 (D-T)
1ST OPERATOR: CPL RICHARD THEYKEN	IN	1200	2187	REPORT TO: SGT AL SANDERS	
OPERATOR'S SIGNATURE: Cpl Richard Theyken	OUT	0800	2184	DISPATCHER'S SIGNATURE: Sgt John Indyk	
2D OPERATOR: SGT MAT CURTO	TOTAL	4	3	REPORT TO: MR CARL SCHULTZ	
OPERATOR'S SIGNATURE: Sgt Mat Curto	IN	1630	2190	DISPATCHER'S SIGNATURE: Sgt John Indyk	
3D OPERATOR	OUT	1230	2187	REPORT TO	
OPERATOR'S SIGNATURE	TOTAL	4	3	DISPATCHER'S SIGNATURE	
4TH OPERATOR	IN			REPORT TO	
OPERATOR'S SIGNATURE	OUT			DISPATCHER'S SIGNATURE	
	TOTAL				

DESTINATION	TIME ARRIVE	TIME DEPART	ARRIVAL MILEAGE/HOURS	LOAD CARGO/PASS.	CARGO UNLOAD TIME	PASS. WAITING TIME	TRAVEL TIME	RELEASED BY (Signature)
FROM 1. CENTRAL MHE		0800	2184					
TO 2. BLDG Z14	0805	1155	2184				:05	Sgt Al Sanders
TO 3. CENTRAL MHE	1200	1230	2187				:05	
TO 4. BLDG W-10	1238	1620	2190				:08	Mr Carl Schultz
TO 5. CENTRAL MHE	1630						:10	
TO 6.								
TO 7.								
TO 8.								
TO 9.								
TO 10.								
TO 11.								
TO 12.								
TO 13.								
TO 14.								
TO 15.								

DA FORM 1 APR 62 2400

REPLACES DA FORM 2148, 1 AUG 59, WHICH IS OBSOLETE AND DD FORM 110, 1 DEC 53, WHICH IS OBSOLETE FOR ARMY USE.

ADMINISTRATIVE–USE EQUIPMENT LOG BOOK



With administrative-use equipment —the kind that's normally handled by a central motor pool, the big thing is the "usage factor". So, some of their log book inserts and maintenance and control forms are a bit different.

Log books for administrative-use vehicles, for example, will take:

DA Form 2408A,	Index For Equipment Log Book Assembly
DA Form 2408-1,	Equipment Daily or Monthly Log
DA Form 2408-2,	Equipment Lubrication Record
DA Form 2408-3,	Equipment Maintenance Record (Organizational)
DA Form 2408-5,	Equipment Modification Record
DA Form 2408-8,	Equipment Acceptance Record
DA Form 2408-10,	Equipment Component Register
DA Form 2408-11,	Accumulative Repair Costs Record and Record of Waiver
DA Form 2409,	Equipment Maintenance Log (Consolidated)

All the above forms, except the -11, are covered elsewhere in this issue. The -11 is a fairly easy form, and its title tells the story. Here are a few tips.

DA Form 2408-11, Accumulative Repair Cost Record

This form is used for all types of equipment which require a record of repair costs to support disposal actions.

It's needed to keep a record of the repair cost for the equipment because this equipment has a maximum repair cost allowance. Without this dope on file, you wouldn't know when to stop repairing and start "junking" and replacing.

You get the information on labor and parts for this form from your equipment's DA Form 2218 and DA Form 2407, plus bills for repairs in commercial garages, etc.

ACCUMULATIVE REPAIR COST RECORD

1. NOMENCLATURE	2. REGISTRATION NUMBER	3. SERIAL NUMBER
AUTOMOBILE, SEDAN, LIGHT, 5-PASSENGER	IG 7114	OE 32 V 2 36075

4. DATE (From Mfg Nomenclature Plate)	5. ADMINISTRATIVE NO.	6. MAX REPAIR ALLOWANCE	7. MAX MILEAGE/HRS	8. ACQUISITION COST
AUGUST 1960	TMP 14	$1261.65	84,000	$1261.65

DATE a	MILEAGE/HOURS b	JOB ORDER NO. c	MAN HOURS d	LABOR COST e	PARTS COST f	JOB TOTAL g	ACCUMULATIVE h
25 AUG 60	—	451-61	1/2	$1.84	—	$1.84	$1.84
23 DEC 60	6305	1339-61	1	3.35	2.47	5.82	7.66
16 FEB 61	8828	1721-61	1	2.80	—	2.80	10.46
12 APR 61	10248	2084-61	1/2	1.50	1.90	3.40	13.86
16 JUL 61	11866	287-62	1/2	1.26	—	1.26	15.12
9 OCT 61	13501	1864-62	4	12.36	112.00	124.36	130.48
12 OCT 61	13521	1876-62	7	43.00	61.00	104.00	243.48
8 JAN 62	14125	2634-62	2	5.60	12.18	17.88	261.26

DA FORM 2408-11
1 MAR 62

ACCUMULATIVE REPAIR COST RECORD
(TM 38-750)

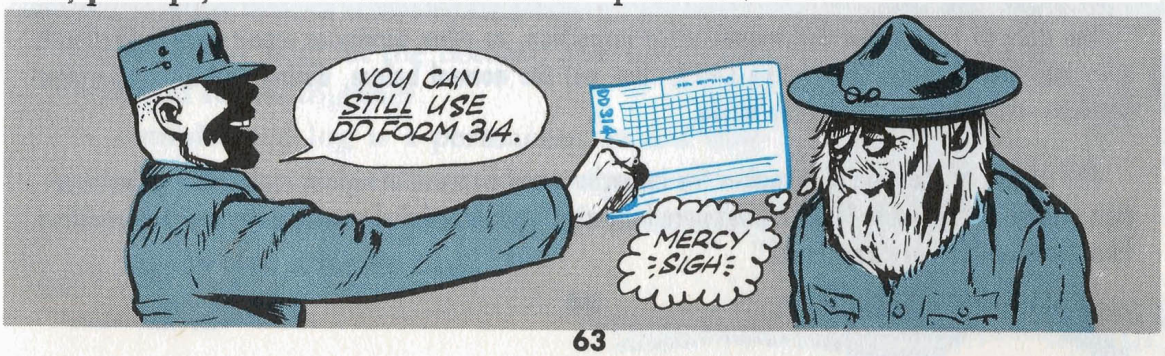
For their maintenance and control records, this equipment will use DA Form 2407, Maintenance Request, and also the old DD Form 314, Preventive Maintenance Schedules and Record, and DA Form 2218, Parts Slip and Work Required.

Log books for other kinds of equipment which collects usage info (MHE, SPE, and some Chemical items) will also use the 2408-11. (See Appendix II, TM 38-750).

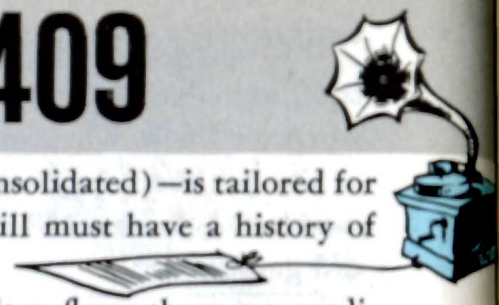
DA Form 2400, Equipment Utilization Record, may be used for dispatching all kinds of equipment (see page 61), except administrative-use vehicles (which use DD Form 110-1... see AR 58-1).

DD Form 314, Preventive Maintenance Schedule and Record

This is the same visible file card you've always used to schedule PM services for administrative-use equipment and, perhaps, MHE. It can continue to be used instead of the new DA Form 2403 for scheduling services on administrative use equipment at TC motor pools and MHE.



DA FORM 2409



DA Form 2409—Equipment Maintenance Log (Consolidated)—is tailored for equipment that doesn't take a log book, but which still must have a history of maintenance.

It may be used for such items as compressors, trailers, flame throwers, medical equipment or other separate items. For mounted equipment like a collective protector in a tank, your 2409 will become an insert in the major item's log book.

In either case, the equipment's maintenance info will be entered on DA Form 2409, because this form accompanies the item when it's removed from the major item to be repaired or transferred for use elsewhere.

The FSN, model number, serial number, location, and maintenance inspection frequency are recorded at the top of the form. Location should be in pencil so it can be changed when the equipment's moved. And you get the maintenance inspection frequency from the equipment TM or Maintenance Manual.

SECTION A - GENERAL

4240-691-1505	M8 A2		TANK A-12	WEEKLY
FILTER UNIT, GAS PARTICULATE	M8 A2		UNKNOWN	UNKNOWN
TM3-4240-220-12 AND 20P			CEA	SEPT 1961 $249.

Equipment nomenclature, life expectancy and expected date of retirement also are entered at the top, along with its organizational TM, parts manual and other maintenance pubs (except MWO's, which go in Section D), name of manufacturer, date put in service and cost of the equipment.

SECTION B - MAINTENANCE INSPECTION RECORD

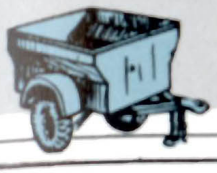
DATE	INITIAL	REMARKS	DATE	INITIAL	REMARKS
14 FEB	JB	Monthly Service (Operational)			
21 FEB	JH	Weekly Service (Operational)			
28 FEB	JB	Weekly - Replaced dust cap (301.1)			
7 MAR	JH	Weekly Service (Operational)			
10 MAR	JB	Replaced piston (301)			
14 MAR	JB	Monthly Service (Operational)			

The date of each scheduled maintenance inspection, or other service or repair goes in Section B. Also included here are things like CMI's, but not the normal before, during and after operation services—unless some repairs are made.

The initials of the man who makes the inspection and a record of repairs made during the inspection also go in Section B. Make a brief note following your scheduled service entry on the condition, like "Serviceable" or "Deadlined."

* GPO : 1962 O—685438

CONSOLIDATED LOG



SECTION C - REPAIR AND COST RECORD

DATE a	WORK ORDER NO. b	NATURE OF REPAIR c	MAN-HOURS d	COST PARTS e	COST LABOR f	COST TOTAL g
10 Aug 60	2A-62	Repair frame assembly	1	—	3.00	3.00

In Section C (back of form), enter date of field maintenance repair, job order number, description of repair, and man-hours required. Support echelons will also enter cost of parts, cost of labor and totals, if required by your major command.

All authorized MWO's for the equipment are entered as soon as the owning organization gets the publication (no matter which echelon applies 'em). Enter U or N in column c, the echelon responsible in column d, and the title of the MWO or the FSN of the kit required, if any, in column e. (If there's no kit, list components to be modified.)

SECTION D - MODIFICATION RECORD

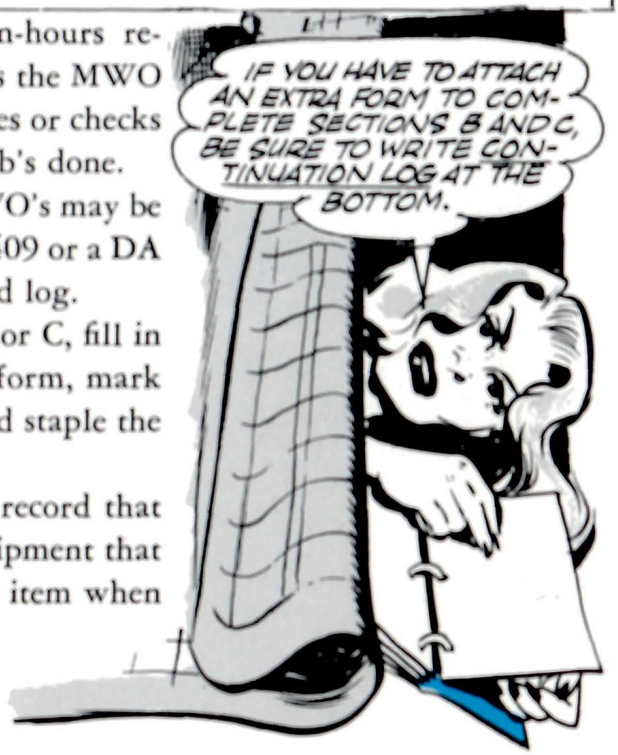
MODIFICATIONS REQUIRED					MODIFICATIONS COMPLETE			
MWO NO. a	DATE OF MWO (Day - Month - Year) b	PRIORITY c	ECH d	MWO TITLE OR KIT NUMBER(S) e	DATE MWO APPLIED (Day - Month - Year) f	MAN-HOURS g	ORGANIZATION APPLYING MWO h	SIGNATURE (Certification of MWO Application) i
3-A30-25/1	28 Apr 60	Urgent	2-5	FSN 4240-606-7575 Kit M20	UNK	1.5	Eastern Chem Depot	UNK

The date the MWO is applied, man-hours required, and the organization that applies the MWO will be entered by the man who completes or checks the work. He'll also sign to show the job's done.

If extra space is needed, listing of MWO's may be continued on a continuation DA Form 2409 or a DA Form 2408-5 attached to the consolidated log.

If extra space is needed for Section B or C, fill in the heading on a new consolidated log form, mark it "Continuation Log" at the bottom, and staple the new and old forms together.

The consolidated log is a permanent record that stays in the log book for the major equipment that the item is attached to, or goes with the item when it's not attached to a major item.



SYSTEMS
ARE
GREAT
But...they still
NEED YOU